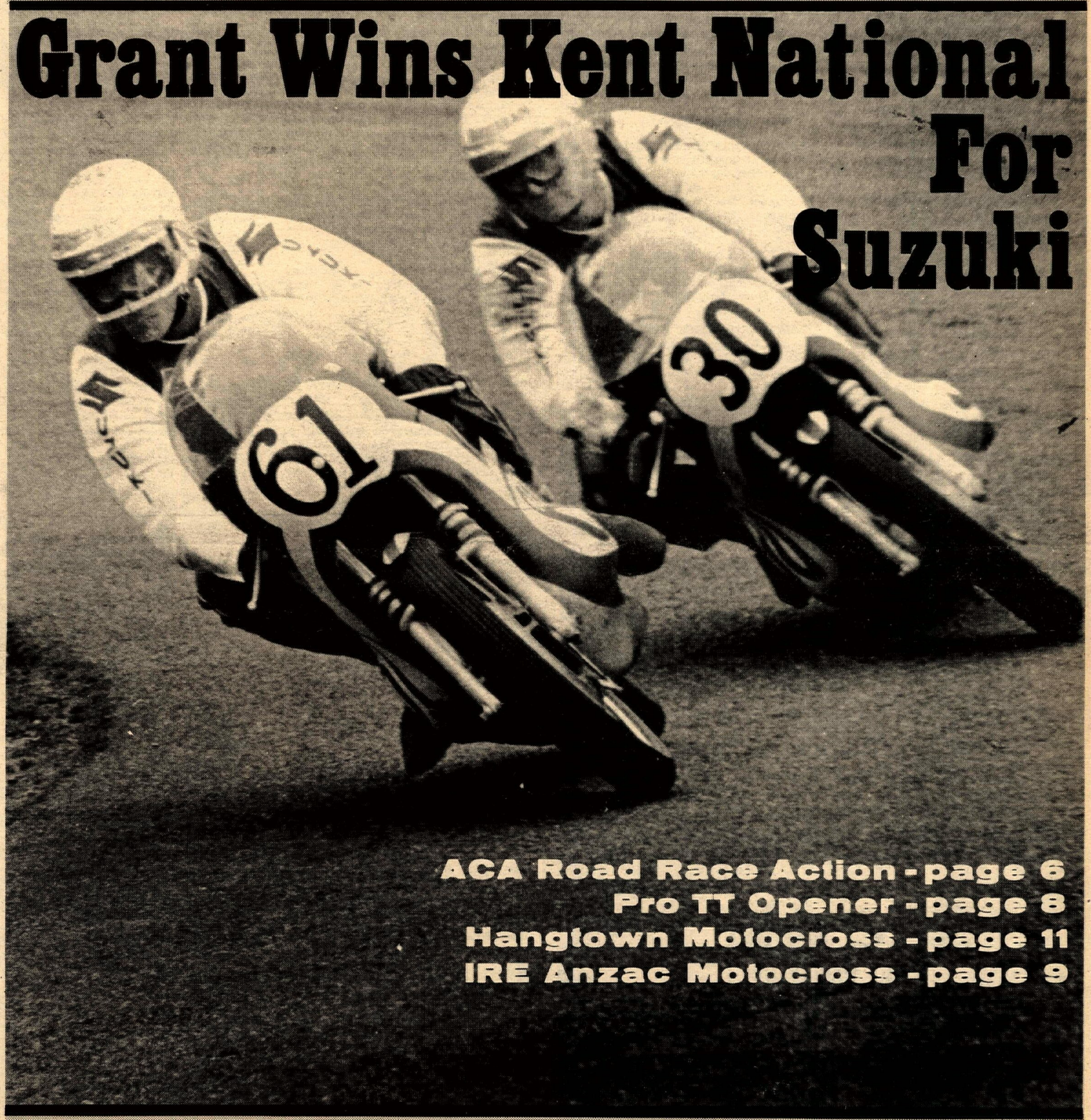
cycle news

VOLUME VII NUMBER 13 | North & Western Edition | April 14, 1970

Grant Wins Kent National For Suzuki



ACA Road Race Action - page 6
Pro TT Opener - page 8
Hangtown Motocross - page 11
IRE Anzac Motocross - page 9

Forming a perfect parallelogram team Suzuki riders Ron (61) Grant and Art (30) Baumann raced wheels within wheels for the first half of this weekend's 125 mile AMA National Road Race. Grant went on to win the race which was filled with close action among the front runners. See page 14 for a detailed account and pictorial section. Photo by Terry Pratt.

NEWSPAPER
CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUN. OF EVERY MO.
Deadman's Point, Apple Valley, Cal. 1st Sun. European Scrambles, 3 Classes, 1 hr. each – 8 a.m. Practice – 10 a.m. start – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

COURSES FOR RENT

ADELANTO T.T. TRACK
Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

FRIDAY, APRIL 10th

DUAL TROPHY PRESENTATION by Desert M.C. and Four Aces M.C., at Machinists Hall, 2600 Victory Blvd., Burbank. Live band and refreshments, 8 p.m. to 1 a.m. Info: (213) 845-2788.

SATURDAY, APRIL 11th

HARE SCRAMBLES by the Mountain Toppers M.C. at Little Gem Cycle Park, Emmett, Idaho, near Boise. $500 purse sportsman event. 75 miles, new mountain terrain, 1 number plate. 125, 250 and Open classes. Sign-up at 7 a.m., race at 8 a.m. Info: (208) 344-7741 or 343-5190.

PRO MOTOCROSS by the Owyhee M.C. at Owyhee Club Grounds Boise, Idaho. $600 purse, Open class only, AMA or FIM License accepted. Sign-up at Noon race at 2 p.m. Three Sportsman classes run for trophies. Info: (208) 344-7741 or 343-5190.

SAT. & SUN., APRIL 11 and 12th

GRAND PRIX SCRAMBLES by Viewfinders M.C., at Bay Mare Race track. AMA sanctioned, with desert, scrambles and motocross Dist. 37 points. Mail orders closed. Post entries $15 if class permits. Brand new three mile course. Gates open 6 a.m. Info: (213) 845-5549.

SUNDAY, APRIL 12th

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E. Street bridge at Marysville. AMA sanct. Sign-up 8-10 a.m., first race 10:30. Info: (916) 742-7785.

SPORTSMAN SCRAMBLES by the Oregon Sidewinders, at Clackamas, Oregon. Race track is on SE. Lawndale Rd., east of 82nd in Clackamas which is south of Portland. AMA sanct. Info: D. Seifert, Rt. 3, Box 290, Oregon City, Oregon 97045. Ph. (503) 632-3857.

ENDURO CHAMPIONSHIP by the Lobo's MC at Portland, Oregon. Race begins on Oregon Hwy #6, 9.5 miles west of intersection of Hwys. 6 and 8 on the way to Tillamook from Portland. Entry $3.00 3 classes, 90 mile run. Info: (503) 771-2070.

MOTOCROSS by the CMC at Carlsbad, Cal. Membership required. $10.00 post entry. $5 mail entry to: CMC Box 1402, Costa Mesa, Cal. Info: (714) 639-5832.

AMATEUR ENGLISH TRIALS by Cherry Valley Trials Club at Calimesa. Take San Bernardino Fwy. to County Line off ramp, 10 miles east of Redlands. Follow rd. to lime. Info: (714) 845-3230 or 795-1676.

MOTOCROSS by the Kern County Trailblazers at Poso Park, 18 miles north of Bakersfield on Hwy. 99 at Hwy. 46. All classes, AMA sanct., Dist. 35 points. Out of dist. cards ok. Practice at 8 a.m., first race at 10 a.m. Mail entry (240 E. Ash, Shafter, Calif.) $2.00, post entry $4.00. Info: (805) 832-8538.

HILLCLIMB by the Bees M.C. at Salt Lake City, Utah. Sign up ends at 10:00 a.m. Entry $3.00. 600 ft. at 89%. Info: P.O. Box 1711, Salt Lake City, Utach 84101.

SMRA TRIPLE HEADER at Austin Dragway Park, north of Austin, Texas. Events include, European style motorcross races, road races and drag races. All cards, AMA points. Info: (916) 949-1030.

HUSQVARNA CLINIC at Carnegie Cycle Park. Follow lime from Livermore and Hwy 50 off ramp. Fac. Rep. Gunnar Lindstrom to instruct in Husky maintenance. Free coffee and donuts.

TT RACES 16th Annual 7 star TT races at Owyhee M.C. Club Grounds, Boise, Idaho. $1800 purse. Info: (208) 344-7741 or 343-5190.

TT RACES by Huntington Racing Assn., at Huntington Beach Cycle Park. Signup 8-10 a.m. $2.50 entry for non-members, $2.25 entry for members. Info: (714) 897-4458.

MOTORCYCLE RACES by the Rainier Sportsmans M.C., at Rainier Rodeo Grounds, between Yelm and Tenino on Hwy 507. Signup ends at noon, first race at 1 p.m. Two trophies guaranteed in each class. Donation $2, students $1. Info: (206) 446-2401.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

CLASS A SPEEDWAY by Great Bear Enterprises at Antelope Valley Fairgrounds, Lancaster, Cal. Info: (213) 473-5613 or (714) 521-6422.

MOTOCROSS by Placerville M.C. Changed from April 19 due to conflict with 49's Enduro. Reeder Track, 3-1/2 miles W. of Placerville on old Hwy. 50.

POKER RUN by Shelton (Wash.) Trail Blazers M.C., at fairgrounds. Sanctioned $3 donation. Signup 7:30 a.m., first bike out at 10 a.m. Best hand wins $50. Trophies, concessions. Info: collect (206) 426-1320.

MOTOCROSS at McMinnville, Ore., two miles west of town on Hwy 18. AMA rules. $300 purse, trophies for Jrs. Entry $2 for Jrs., $4 for Srs. Mail entry to Rt. 3, Box 269H, McMinnville. Info: (503) 472-2432.

FRIDAY, APRIL 17th

FREE FILM SHOWING by Pacific Honda, at Peck Prk. Aud., 500 N. Western Ave., San Pedro. Motocross and desert films start at 8 p.m.

SATURDAY, APRIL 18th

SPORT RIDING, Huntington Beach Cycle Park. Motorcycles on motocross course only $1.50 per bike and rider. Minibikes on minibike course. $1.50 per bike and rider. Spectators $.50. Info: (714) 897-4458.

SUNDAY, APRIL 19th

C.E.R.A. ENDURO II limed on Hwy 195 so. of Interstate 10, east of Indio, Calif. Drawing April 8th. Entry and Info: C.E.R.A. Box 2102, Cypress, Ca. 90630.

SCRAMBLES by thw Shasta MC at Happy Raceway, approx. 11 miles W. of Anderson, Calif. Sign-up 9-11a.m., prac. 11 a.m., race 1:00 p.m. $2.00 to ride. AMA sanc. Info: (916) 241-2002.

T.T. SCRAMBLES by the Nevada Trailblazers at Reno, Nevada. Take Pyramid Rd. north of 26 miles from U.S. 40.

FIELD MEET by Coachella Valley, Bushmasters, and Highsiders M.C.'s. Limed from Interstate 10 and Indian Ave., North Palm Springs. Entry $3.00. All Proceeds to Angel View Crippled Children's Foundation. Buffet and trophy presentation after meet at Angie's Pleasure Inn.

ENGLISH TRIALS at Dunlap, Calif. All classes, entry fee $3.00. Rider's meeting begins at 9:30 a.m., with first event at 10 a.m. Generous supply of trophies. Turn rt. at Clingan's Jct., east of Fresno, and go 4 miles to Park entrance.

MOTOCROSS by Trail Trotters M.C. at Pleasant Valley Raceways, 8 miles east of Coalinga. AMA sanctioned, Dist. 35 points. Unimproved camping. Mail or post entry $2.50. Limited entries. Mail to Box 414, Colenga. Info: (209) 935-3311 or 935-1757.

HARE AND HOUND by 4 Corners M.C., Farmington, N.M. Follow signs from San Juan Hospital. AMA sanctioned. $7.50 post entry. Sign-up closes at 9:30 a.m., with first race beginning at 10 a.m. Number plates required. Info: Box 885, Farmington, N.M.

MOTOCROSS by Huntington Racing Assn. at Huntington Beach Cycle Park. Mail entries $3 to Box FA, Westminster, 92683. Post entries $6. Signup 8-10 a.m. Mail entries close April 1st. 3 number plates. Info: (714) 897-4458.

SCRAMBLES by Sagehoppers M.C. Practice at 9 a.m., Experts start at 10 a.m. Novices follow. Limed from Hwy. 5 and Encinitas Blvd., Encinitas, Calif. AMA sanctioned. Facilities. Entry $3.50. Info: (714) 273-5258.

POKER RUN by Oxnard M.C. Signup 8-9 a.m. Entry fee $2.50, includes food at finish. Minibike drawing. Start at club house, rear of Eagles Lodge, So. Saviers Rd. All size bikes, car entries accepted. Field events, games. Info: (213) 860-2055

ROAD RACE by ACA at Anzac Raceway, Ave. T, Palmdale, Calif. All G.P. and Tourist trophy classes. Practice at 9 a.m., first event at noon. Info: (714) 528-4290.

MOTOCROSS by CMC at Saddleback Park Orange, Calif. Newport Fwy. to Chapman Ave. to Santiago Canyon Blvd. Turn right for 1-1/2 miles. Membership required. Post entry $10, mail entry $5. Mail to Box 1402, Costa Mesa. Info: (714) 639-5832.

AMA PROFESSIONAL RACES at San Jose County Fairgrounds half mile track. $1200 purse. Trials 11 a.m., races at 2:15 p.m. Adults $3, kids under 12, 75¢ Info: 9408) 295-3050.

ENDURO, 2nd annual Cliff Hanger. Take Interstate 10 to Beaumont. Located on Hwy. 79 between Beaumont and Hemet. Limed from Beaumont Ave. offramp. Two 35 mile loops. Not for kids. Four classes, 3 trophies per class. Mail entry $4, post $8. Mail entries to 700 W. Florida, Hemet, Cal. Info: (714) 658-8062

MOTOCROSS by CMC North at Plymouth, east of Sacramento on Hwy 16. Fifth race of CZ series, with free CZ motocross bike going to points leader at end of six races. Info: (415) 682-3542.

J.C. AGAJANIAN Presents
AMA PACIFIC COAST MOTORCYCLE CHAMPIONSHIP!
T.T. STEEPLECHASE
50 LAP MAIN EVENT ★ 33 EXPERTS IN THE MAIN
ON EXCITING NEW 1½ MILE T.T. COURSE!
★ NOVICE ★ AMATEUR ★ EXPERT RIDERS
OLD STATE FAIR GROUNDS SACRAMENTO
SUN. APR. 26
GATES OPEN 9 AM
QUALIFYING 10 AM
RACE TIME 2:30 P.M.
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Enclosed is my Money Order for $_____ for_____ @ _____ each
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Address_____ City_____ Zone_____
State_____ Please enclose stamped, self-addressed envelope for ticket return

Box Seats ---------- $5.00
Reserved Grandstand --- $4.00
General Admission --- $3.50
Children (8 to 12) ------ $1.00
(Available Day of Race Only)

the ACTION'S at
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ORANGE COUNTY'S MOTOR PLAYGROUND

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Mini-Bike Scrambles

APRIL 19
CMC Motocross
SCTA Riding School;

APRIL 26
SCTA Trials; ACA Motocross

OPEN WEEKENDS 8–5
MON., THURS., FRI.–9–5
Admission $2.50; Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

ENDURO, 100 miles by the Polkadots Competition MC at Forest Hill, Calif. A.M.A. sanct. Post entry $8.00, mail entry $6.00 to: 1226 Q St., Riolinda, Cal.

HILL CLIMB by Salinas Ramblers M.C. at Rianda Ranch. Limed from highway 101, 13 miles south of Salinas. All classes, six bikes to a class. AMA sanc. Signup at 9 a.m., start at 1 p.m. $2 ride or watch. Info: (408) 424-9611.

PRO RACES by Bob Barkhimer Assoc., at San Jose County Fairgrounds. AMA sanc., $1200 purse. Half mile track. Warmups 10 a.m., Trials noon, race 2:15 p.m. Adults $3, kids under 13, 75¢. Info: (408) CY 5-3050.

SCRAMBLES by Lodi M.C., at Lodi Cycle Bowl. AMA sanc. Practice 9-11 a.m., races start at noon. All classes, entry $2 per motor. Info: (209) 368-7182.

SCRAMBLES by Westside Eagle M.C. and La Grange Rodeo Assoc. Proceeds to Washington Crippled Children's school. La Grange, Calif., Hwy 132 east of Modesto. Signup 8-11 a.m. ride at noon. $2 ride or watch. Special event between bikes and horses. Info: (209) 537-2426.

HARE & HOUND by Antelope Ramblers M.C. AMA sanc., Dist. 37 points. Limed from Hi Vista store and Adelanto. Two 40 mile loops, start at 10 a.m.

THUR.-SUN., APRIL 26th

CUSTOM CAR, MOTORCYCLE AND DUNE BUGGY SHOW by the Tridents Car Club, at the Los Angeles Sports Arena. Info: Custom Show Headquarters, P.O. Box 400, Maywood, Calif. Ph. (213) 588-4551.

SAT. & SUN., APRIL 25, 26th

LAKE ELSINORE TOUR by Pacific Coasters M.C. No official start. Finish and signup at Lake Elsinore. Trophies, food, beer, parade, dance and drill team. For info and entry blanks contact H-D dealer or (714) 274-3755.

SUNDAY, APRIL 26th

AMA PROFESSIONAL TT at Old California State Fairgrounds on new 1-1/2 mile TT course, $3600 purse, 33 Experts go 50 laps, Agajanian Enterprises, Nov., Am., Ex.

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E Street bridge at Marysville. AMA sanct. Sign-up 8-10 a.m., first race 10:30 a.m. Info: (916) 742-7785.

MOTOCROSS by the CMC North at Apple Tree Motocross Track, 7 mi. north of Freedom, Calif. on Green Valley Rd. Sixth and last race of CZ series with free CZ motocross bike going to points leader. Info: (415) 682-3543.

TRIALS by the SCTA at Saddleback Park Sign-up close 9:30 a.m. Info: 697-9441.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

CLASS A SPEEDWAY By Great Bear Enterprises at Antelope Valley Fairgrounds, Lancaster, Cal. Info: (213) 473-5613 or (714) 521-6422.

TT RACES by Huntington Racing Assn., at Huntington Beach Cycle Park. Signup 8-10 a.m. $2.50 entry for non-members, $2.25 entry for members. Info: (714) 897-4458.

HARE & HOUND by Simi Valley M.C. at Four Corners. Limed from Cramer Jct. on 395. Dist. 37 points. Course has two 35 mile loops. Starts at 10 a.m., D.S.T. Entry $4.25. Info: (805) 526-8214.

ENDURO by Explorer Post 305. Start and finish at Allen's Motorcycle Playland, 5 miles north of Oakhurst on Hwy. 41. Special class for under 125cc machines and "B" class enduro riders. Open only to first 360 entries. Mail entry $4 to Forest Road F, 29 Star Route, Oakhurst, Calif. 3 riders make a team. Post entry $5.

AMA PROFESSIONAL TT at Old California State Fairgrounds in Sacramento. All new 1-1/2 mile course. Fourteen events, with first race starting at 2:30 p.m. Thirty three Experts go 50 laps. $4000 purse. Am. & Nov. also run. Agajanian Enterprises, Info: (213) FA 1-5323.

MOTORCYCLE RACES by the Rainier Sportsmans M.C., at Rainier Rodeo Grounds, between Yelm and Tenino on Hwy 507. Signup ends at noon, first race at 1 p.m. Two trophies guaranteed in each class. Donation $2, students $1. Info: (206) 446-2401.

HARE & HOUND by Simi Valley M.C. Limed from Cramer Jct., Hwy 395 and 58 (4 corners). Two 35 mile loops, dist. 37 points. 10 a.m. D.S.T. Entry $4.25, super finisher pins.

MOTOCROSS by Taft M.C., at track 1/4 mile west of Maricopa. AMA sanct. Signup 8-10 a.m. Info: (805) 763-1655.

HARE SCRAMBLES by Cascade M.C., 22 miles east of Bend, Ore., on Hwy 20. Post entry $4. Signup 8 a.m., race at 10 a.m. 30% trophies, catering trucks and restrooms. Info: (503) 382-5731.

CROSS COUNTRY by Sandshifters M.C. Follow red arrows from Kona, Wash. 101 miles, 30% trophies. Seven classes, pre-entry $5 to P.O. Box 16, Kona, Wash. Camping and facilities available.

EUROPEAN SCRAMBLES by Allgood Racing International, at Carlsbad Raceway. Seven miles east of Interstate 5, on Palomar Rd. Mail entry $7.50, Post entry $12.50. Registration and practice between 8-10 a.m., with race starting at noon. $1000 in cash or merchandise to winner. Info: 6982 La Jolla Blvd., La Jolla, Calif., (714) 488-6006.

MOTOCROSS by ACA at Sadleback Park, Orange Calif. All sportsman and senior classes. Practice at 9 a.m. and first event at 11:30 a.m. Info: 528-4290.

MOTOCROSS at Bay Mare, 3rd in a series of five east-west challenge meets. Winner gets trip to I.S.D.T. in Spain. Top six compete against east in Mass. Info: (213) 348-3349.

MOTOCROSS by the Pathfinders M.C. at Dunlap Park has been cancelled.

SUNDAY, MAY 3rd

BENEFIT RUN by Hi-Way Kings M.C. Proceeds to Rancho San Antonio Boys Town. Also, 10th annual Motorcycle Blessing. Starts at 8 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd. AMA sanc., donation $1.75.

SUNDAY, MAY 17th

T.T. SCRAMBLES by the Rock Springs M/C Assn. at Rock Springs, Wyoming. All classes, A and B trophies for all classes. Sign-up 12:00. 3 miles north of Rock Springs at old Airport.

ENDURO by Sonora Pass M.C. Follow lime from Tuolumne junction, two miles east of Sonora. Race starts at Basin Creek Campground. Mail $4.00 entry to P.O. Box 259, Sonora, Calif. Five dollar post entry. Info: (209) 532-7722.

CHERRY CREEK HARE'N HOUND by the Salt Lake M.C. Limed from Eureka and Lynndyl, Utah. AMA and SRA sanctioned. Trophies and travel allowance to winners. Mail entry $5.00, post entry $10.00. Race starts at 10 a.m. Info and entries: Box 1711, Salt Lake City, Utah 84101. No mail entries after May 7.

ROAD RACE by the L.A. Chapter of A.F.M. at Orange County International Raceway.

Inter-Am Series Featured In New View-Master Pak

By G. L. Barton

LONG BEACH, CALIF. – Motocross racing has taken another step toward wide spread recognition in this country, with the recent production of a three reel set of View-Master Stereo Pictures, dealing with the Pepperell, Mass. segment of last year's Inter-Am Series.

That race was shown on A.B.C.'s Wide World of Sports, and the new film set was made in conjunction with the television network.

Featuring a cover picture of American motocrossers Gary Bailey and Billy Silverthorne, the reeels each contain seven pictures of various aspects of the event. Reel one covers pre-race activities, including the International flag ceremony. Reel two deals with action coverage, and reel three has more action, as well as close-ups of World's Champion, Bengt Aberg.

Also contained in the packet is a 16 page illustrated booklet, explaining the finer points of motocross racing, a description of the motocross bike, a brief history of the sport, and a United States map that shows the location of the Inter-Am events.

If you are unable to find the set at your local photo store, it can be ordered by mail. Simply send $1.50, along with a request for Packet Number B 946, to GAF Corporation, Consumer Photo Division, P.O. Box 444, Portland, Ore. 97207.

INTERNATIONAL RACING ENTERPRISES
PRESENTS

EAST/WEST SERIES Better Than Best
2 Down 3 To Go

BAYMARE RACEWAY

NEXT RACE **APRIL 26th**
Motocross Racing

I.R.E. HAS GIVEN AWAY:
1 YAMAHA
2 SACHS
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RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

APR. 12 – CARLSBAD

APR. 19 – SADDLEBACK

APR. 26 – FONTANA RACEWAY

– RAIN or SHINE –

3# Plates Req.

CMC MEMBERSHIP REQ. $5.00
Mail Entry, $10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

Free Admission
Free Refreshments

Fri. Apr. 17th
Starts 8:00 p.m.

New MOTORCYCLE RACING FILMS

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cycle news

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voices

PINS FROM THE PAST

Several years ago – 50 to be exact – the Motorcycle & Allied Trades Association was issuing medals for long distance motorcycle trips. As a matter of interest I would like to know whether this is still the practice of that association.

In June, 1920, my husband and I left Revere, Mass., in a Harley-Davidson motorcycle with sidecar. We camped all the way across country to California. We made it a real vacation and spent three months on the trip. Roads were practically non-existent once outside of town or city limits, and it was necessary to have the extended axle when we reached Missouri so that the wheels could follow the wagon ruts. Because the roads were so poor, our "biggest" day covered only 125 miles.

Though I no longer have my husband, I do have the gold medal awarded us for that 7,000 miles trip, together with the album of pictures taken enroute.

I have no intention of making another cross-county motorcycle trip at this time, but I still retain my interest in motorcycles.

(Mrs.) LOUISE D. FUQUA
Sacramento, Calif.

The Motorcycle & Allied Trades Association has been succeeded by the Motorcycle Industry Council, Inc., an organization devoted to promoting trade for its manufacturer-importer members. Awards, citations and, in general, concern with rider activities, were assumed a number of years ago by the A.M.A., who, in the early days of organized motorcycling, worked closely with the M.&A.T.A. However, a check with A.M.A. deputy director, Garry Payne, revealed that the national organization no longer awards pins for long-distance travel. According to Payne, the counterpart to this practice is the presentation of such awards at motorcycle runs by individual clubs. By unanimous vote, the staff of Cycle News has declared you the first annual "Number One Credit To The Sport"...Ed.

WHO'S ON OUR TEAM?

It looks as if the BLM is trying (and no doubt will) manage to spend more of the tax payer's money.

Life being what it is, why not let various recreational organizations sit on the BLM board of directors? PUC has Edisons, So. Cal. Gas, etc. running that organization.

Most bureaus are run by vested interest groups; a dairyman wants a new farm, he simply gets the bureau or board in charge of milk prices to up the price of milk a few cents.

Where are we? Aapparently with no representation. Who do we write to? Who represents the cyclists interest?

E. L. BORMDS
Rialto, Calif.

See below...Ed.

MORE ON M.O.R.E.

Could you please reprint Mr. Russ Sanford's address. I'm sure there were many people, including myself, who didn't copy it down the first time.

Also, I would like to encourage everyone to write letters to those government officials responsible for letting us use the desert. We must make our voices heard if we are to continue riding bikes off road.

PAULETTE BROWN
Ventura, Calif.

Russ Sanford, C/O M.O.R.E., P.O. Box 26062, Sacramento, Calif. 95826. As most readers know, Sanford's organization is devoted to giving motorcyclists a say in legislative affairs. For $1, you can become a member of this group and help with the expenses of this very difficult fight...Ed.

RINGING THE WRONG BELL

In reading the Cycle News, Volume VII, No. 10, dated March 24, 1970, I noted that one of your fellows evidently goofed. It's no big deal at all, but I did want to point it out to you for any additional pictures or announcements that might be run in this regard.

On Page 10 in the upper lefthand corner, you show a photograph of Rusty Bradley on his Kawasaki. Very clearly on Rusty's helmet is a Buco decal; and on his rear vender, it also shows another helmet decal, Buco. In the article directly underneath, though, you mention that he was paid contingency money by Bell; and in the article you mention he was paid $100 also for wearing a Bell helmet. These two statements are in error, as he was paid $100, but it was by Buco, and he was wearing our helmet.

Keep up the good work, though. We certainly enjoy your paper and we feel that it is doing a tremendous job in the industry.

RUSSELL E. MARCH
Detroit, Mich.

VIVA CASTRO (Don, that is)

Our family has gone to almost every motorcycle race at Ascot Park for the past few years. For some time now we've admired the skill and riding of a young racer named Donald Castro.

Last August, Castro took a second at Sears Point in his first road race as an Amateur. He was competing against some of the best, and we expected to see a picture of him in Cycle News. No such luck.

Now, Castro, racing against the best in the world, took a third place at Daytona. And still no Cycle News picture. After 200 miles of fantastic riding, we feel that Donald deserves more than the three or four lines that we saw in your paper.

MR. & MRS. RON MURCH
(and 15 other Donald Castro fans)

Don Castro is certainly one of the fastest rising young riders and his performance at Daytona and at this past weekend's National road race in Kent, Wn. indicate that he is indeed a force to be reckoned with on the entire Championship circuit. CYCLE NEWS' mention of Don at Daytona was short but highly praising. Castro fans had two shots of Don at Manzanita. Please remember that photos are picked for graphic presentation; not necessarily to illustrate winners...Ed.

HERE'S A CHANCE

Torrance Voters:

Ken Miller is the only candidate that voted against the existing ordinance which can make riding in a vacant lot illegal. It may be a good idea to contract Mr. Miller and let him know that you plan to vote for him and why.

KEN HUDSON
Torrance, Cal.

MORE ELSINORE

I want to bring to the attention of Gary Bailey that he could have been the hero of the year if he would have acknowledged Malcolm Smith's win at the Elsinore Grand Prix instead of actually accepting the first place trophy. Gary Bailey and anyone else who attended this race knows who really won, defective "peel-off" number plates or not. So Gary, let's give justice where justice is due.

JIM LEWIS
Redlands, California

THE (100cc) CART BEFORE THE (250cc) HORSE?

Concerning the race at Bay Mare, March 22: I would like to say it stunk! Maybe not for the Experts, but at least from the point of view of the less experienced riders.

The I.R.E. started the day off by running the 100cc class over the course first, clearing out the mud for the big machines. I would say that about half of the guys didn't make it through the first race.

Again the 100cc class prepared to run, and back came the water trucks and tractors, flooding and chopping.

And this happened again on the third race.

Now does it make sense that the least powerful bikes should have to do all the hard work? I don't think so and neither do a lot of other people. If the I.R.E. plans to hold another race – which they do – how about taking another look at the schedule?

MARK BLUEMEL
Torrance, California

STOLEN BIKE

I'm the sad rider whose bike was stolen out of the pits at the Bay Mare MX on Sund., March 15.

I'm looking for my 1969 Husky 250 MX, ID #MF2285, AMA #185, Dunlop 460x18 tire, Curnett shocks, dent in right front 1/4 of tank and silver rear section of seat.

Anyone knowing the whereabouts, please call (213) 456-8063. Reward.

BILL TOMPKINS
Los Angeles, Calif.

MOTORCYLING & MADISON AVE.

For a long time I have suffered in silence and wallowed in confusion, as automobile manufacturers make a compact one year, then advertise it next year as bigger, wider, longer, heavier, faster, more luxurious, and costlier. Each succeeding year brings additional size, more junk, and extra expense until it is no longer a compact. Then another model is introduced.

All of this is a come-on to induce people to get rid of last year's model and buy a new one.

Now we see the same thing happening in motorcycle sales.

Here is my problem. I have a 125cc ohv machine that is set up for the dirt, but now I want a larger one that will be more of a dual-purpose machine. I want a 250cc 4-stroke bike that is dependable, light, and not too expensive. Finally, I just about decided upon one. Then I read the 1970 ads.

Let me tell you how they describe this little jewel. "It acts like a big–X–, looks like a big –X–, feels like a big–X–, roars like a big –X–, handles like a big –X–, holds the road like a big –X–, and costs like a little." (It did not state what little thing the cost was like. Could it be like a Volkswagen?).

All of this may be true, but except for the last item, Cost, it hasn't got a thing that I want. If I want a big, heavy, roaring, soft riding, touring bike that's what I'll buy – not something that is little and loud and looks and acts like a big one.

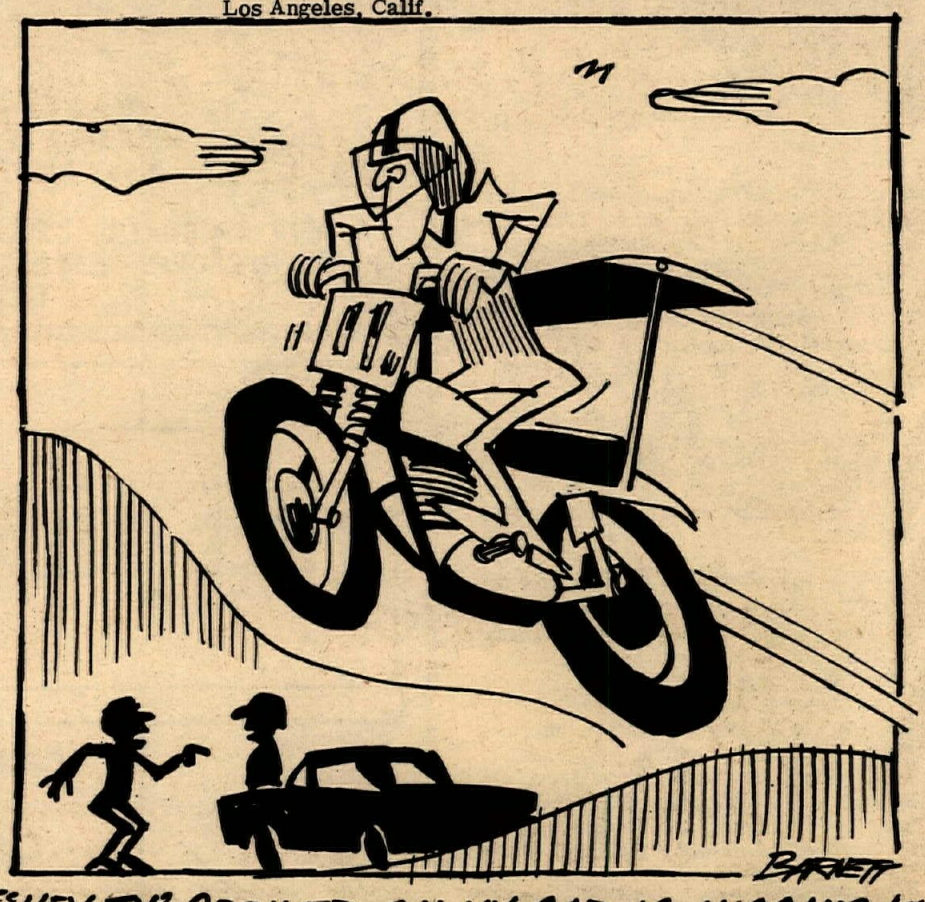
–X– Company, you have just lost a sale.

CLIFF BOSWELL
Arroyo Grande, Calif.

IN PRAISE OF RESCUE 3

I would like to thank the members of Rescue 3 for the very competent and fast help at the Mint 400 in Las Vegas. They are an outstanding Rescue unit. I only wish they were in our Seattle area.

BILL STUTH
Renton, Wash.



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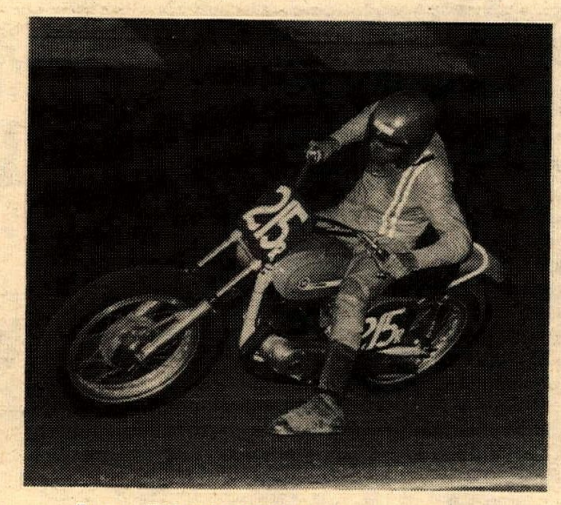

1st– JIM RAYMOND In his winning VIVA style at TROJAN SPEEDWAY 3/27/70, in the 250cc TT class VIVA!!

2nd– TIM HART in the 250cc TT class VIVA!!

1st– TIM HART shown winning 250cc and 500cc class at CMC MX at Saddleback Park 3/28/70. Riding in EXPERT fashion on his VIVA MONTESA!

2nd–MIKE RUNYARD also a PROUD VIVA rider was runner up in BOTH 250cc and 500cc class at CMC MX at Saddleback Park 3/28/70 VIVA!!

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ACA ROAD RACERS ROLL AT WILLOW

Story by Dennis Greene
Photos by DG Studio

ROSEMOND, CAL. April 5, 1970 – Sunday's ACA Challenge road race at Willow Springs Raceway was run backwards making the uphill parts downhill and the left hand turns right handers.

Most of the riders think the course is faster this way but it must also be tougher to get around since there were some spectacular crashes.

Steve McLaughlin was out to set a new track record, and was well on his way of doing just that, when he came into the far west turn a little too hot and scattered himself and his bike all over the stony desert.

He walked away from that one back to the pits leaving what was left of his bike behind him. He sat out the rest of that event preparing for the next one.

This time both Steve and Don Vesco set a track record while the lead changing back and forth between them. Then Steve overcooked it again, this time in the big sweeper at the east end of the Willow Springs course.

He left this second bike in a heap too but this time he got a ride back, in fact all the way to the hospital. He came up with a broken collarbone and bad memories of the automobile stopping ditch just off the course.

The entire day was filled with outstanding competition and all first place wins were hard earned.

John McGillivary in the Open G.P. on a Norton was the only rider who had things his own way this time.

With most of the big guns missing because of the Kent National Road Race competition was light. This is not to take anything away from John, who is always a good competitor.

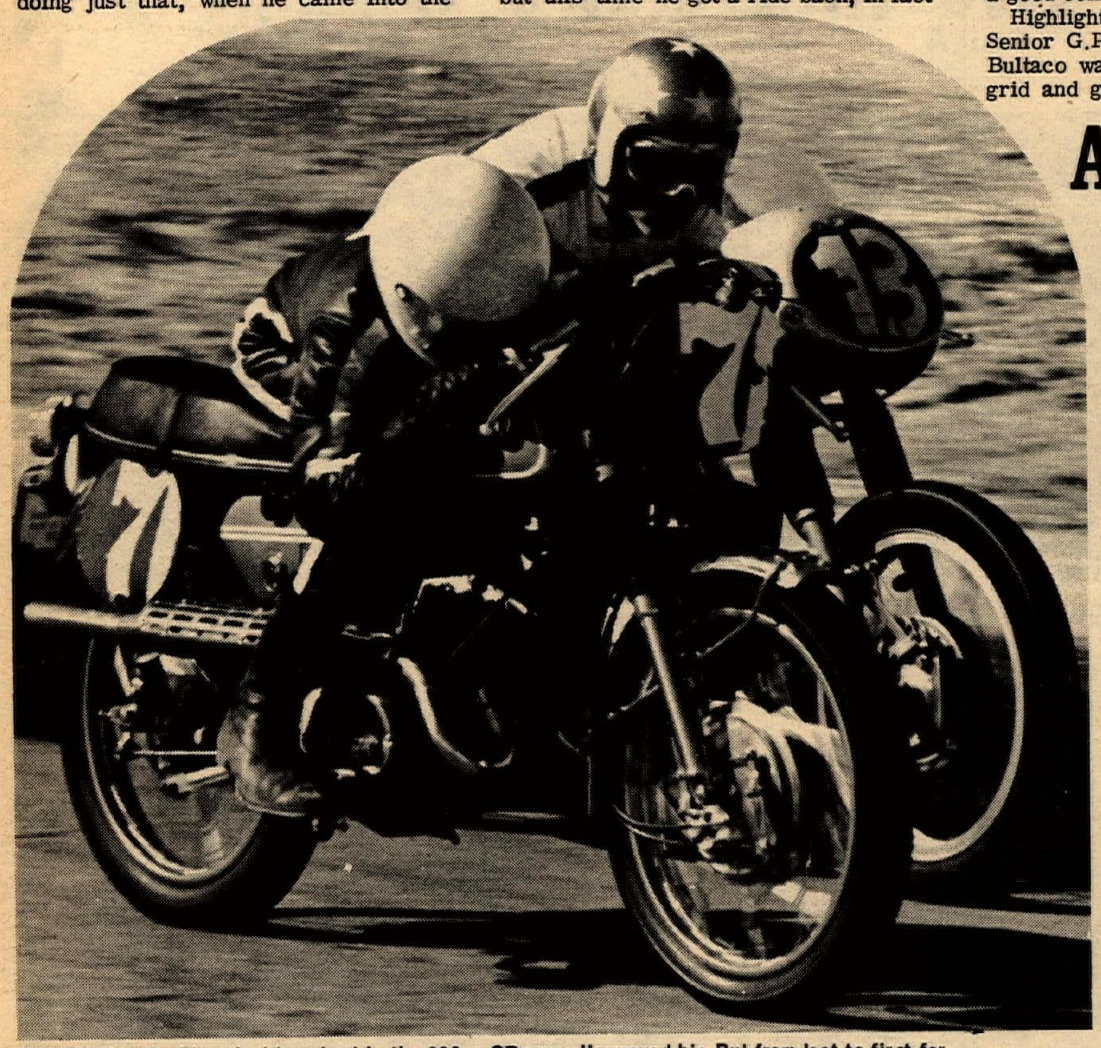
Highlight of the day was the 200cc Senior G.P. race. James Crawford on a Bultaco was positioned dead last on the grid and got off to a late start but after 3 laps was pushing for the lead against Jim Dameron. After a few quick changes in the lead, Crawford pulled away and came down the long sunbaked straightaway for the win.

The Junior event ran like clock work with the combining of the smaller classes to expedite the program both in the G.P. and production classes.

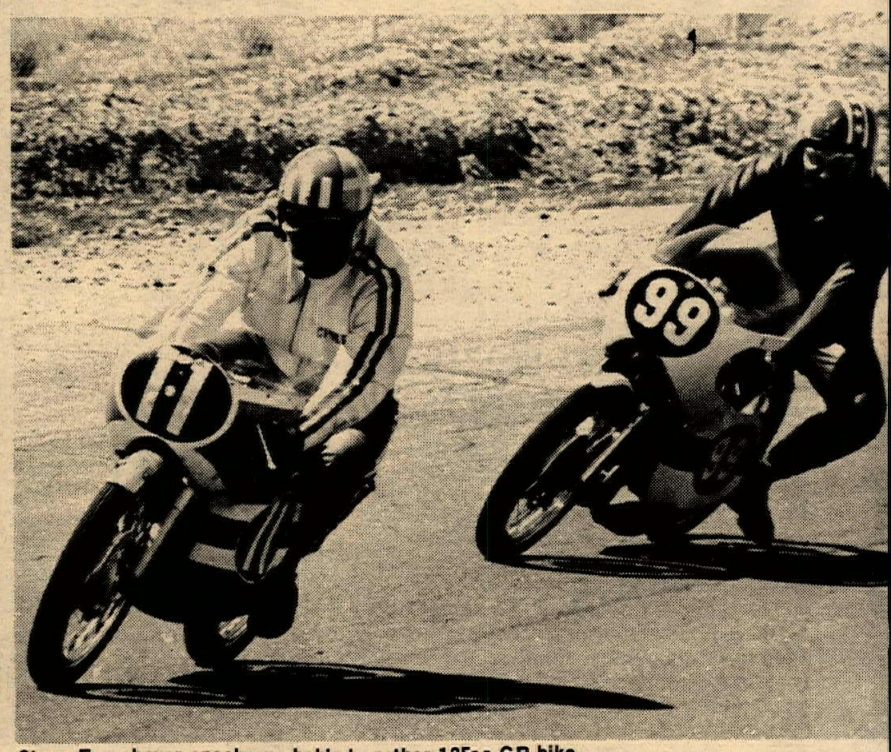
Jerry Greene, who recently returned from overseas duty led the parade in the Open production event on a Norton, closely followed by Barry Mayer on a Honda.

The road race season is in full swing now with the next event just 2 weeks away scheduled for Anzac Raceway near Palmdale, Calif.

(Results on page 19)



Jim (13) Crawford knocked 'em dead in the 200cc GP race. He moved his Bul from last to first for the win. Here, he passes Pat Evans who is trying to disappear behind his number plate.



Steve Froschauer sneaks up behind another 125cc GP bike.

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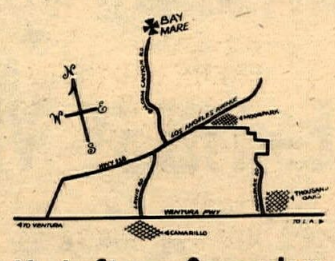

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700 Tackle Shamrock's "Farewell" Enduro

Story by Ron Schneiders
Photos by Ron & Ellen Schneiders

The Sunland Shamrocks, one of the Southland's oldest and most respected clubs, runs one event yearly as a benefit for the Sunair Home for Asthmatic Children. This year it was the enduro. Since well over 700 entrants showed up for a decidedly cool 7 a.m. start, the Sunair Home will be receiving a fairly sizeable donation.

The run consisted of two loops, each starting and ending in Jawbone Canyon some 20 miles north of Mojave. The first 5 miles of the first loop were fairly easy, and most riders waited at the 5-mile check to get back on schedule. Some of them wished that they had those precious minutes back when they hit Jawbone Hill at the 6-mile mark! Those that made it down Jawbone Hill in one piece spent the next half-hour crossing back and forth over Cottonwood Creek. Since the water, in spots, was carburetor-deep, those who were careless about their waterproofing soon found themselves "hip deep in the big muddy" as the saying goes.

After Cottonwood, the route wandered down a new trail on Pine Tree Hill (the old one, long a favorite of the Shamrocks, was ruined by the dune buggies). After a quick transit of the Playground, the trail ran torturously through the mesquite on its way to Hoffman Canyon and through Butterbread. The Shamrocks constructed quite a bit of new trail through the high brush, most of it about 20 inches wide and 20 turns per hundred yards. Those who were not adept at making sharp turns soon became adept at picking cactus needles out of their hides.

The first loop finished with an incredibly steep sand descent down Butterball Mountain into the campsite in Jawbone Canyon. Don't bother looking for Butterball Mountain on your map: It's named for the Shamrock Club President, but nobody's notified U.S. Coast and Geodetic Survey yet. One first-timer managed to reach Butterball hill and promptly froze. After half an hour he finally found the courage to tackle the hill and brought his bike down in a series of more or less controlled falls. At the bottom he gave thanks for his narrow escape and retired. The mileage was 51.3.

The first loop tested a number of skills, and variety was the key word; the second tested Endurance with a Capital E. It started out down the wide sandwash in Jawbone, followed the pipeline for awhile, and then crossed under it through a 5-foot in diameter corrugated metal culvert, about 100 yards long. That culvert was dark, noisy, close, and filled with exhaust fumes. The footing was uncertain, and you had to bend over almost to the gas tank. For anyone with even a trace of claustrophobia, it must have been nightmarish. Of course there was a check right on the other side.

After the tube there was a run through Frog Canyon, to Orgasm Valley, then up to the top of Bird Springs. Naturally we dropped into Bird Springs Wash – bottomless sand and choicely-placed rocks – on the way to Horse Canyon. For approximately fifty miles the trail was hoop-de-doos, washboard, and deep sand with precious little relief. The schedules were fast but realistic, and as the fifty-mile point came up, most contestants were more than a little bushed. So at that point the schedule dropped to 12 mph and the going really got rough. Mostly it was steep climbs and even steeper descents along razor-back ridges cluminating at – you guessed it – Butterball Mountain. There were few contestants who really felt like tackling that descent

(Continued on page 21)

The Shamrocks set up a speedo check at the 50 mile point over looking a broad desert vista. The rest of the course covered everything from deep water to boulder-sized rocks on "butterball hill".

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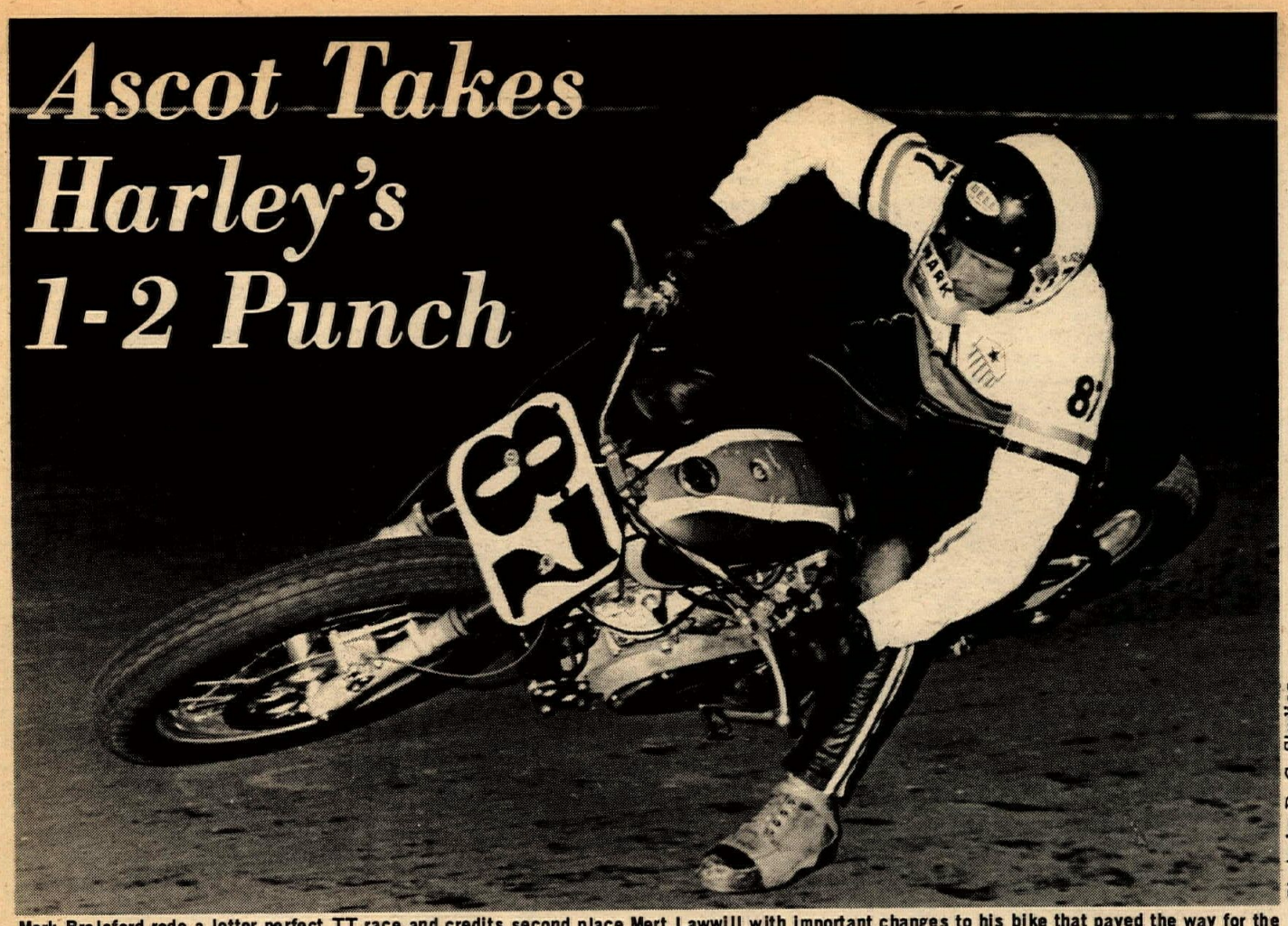

Photo by D. G. Studios

Mark Brelsford rode a letter perfect TT race and credits second place Mert Lawwill with important changes to his bike that paved the way for the 1-2 Harley combination.

By Cycle Ventures

Who said nice guys finish last! That ain't the way it was at Ascot Thursday night. When the dust settled from the season opener T.T. – Mark Brelsford, on a Mert Lawwill prepared 900cc H-D, put it to the likes of Skip Van Leeuwen, Eddie Mulder, Jim Rice, Dave Aldana, Dallas Baker, and his own team mate Mert Lawwill, for a win that not even the most faithful Harley Hater could in good faith call a fluke.

Mark grabbed the lead on the starting line and never let up. Mulder came bombing along right behind him for a short while, with Van Leeuwen and Lawwill breathing right up his fender. The Flying Dutchman finally saw his way inside of Mulder and settled down to catching National Number 87 who was really tearing it up while everybody else was getting sorted out. Aldana was in the front runners for a couple of laps, but he unloaded over the top trying to punch Van Leeuwen out of second place.

The Skipper has an uncanny ability to consistently cut the same groove lap after lap. That usually leads to some very fast lap times except that on Thursday night there was a rut right in the middle of the Van Leeuwen groove. It sometimes knocked his borrowed Triumph off the track and cost him at least five miles per hour in his drive down the stright.

To make matters worse, Lawwill, on his fire breathing Harley, also slipped around Mulder and was taking advantage of The Dutchman's misfortunes by picking up about twenty feet on him each time he'd slam the accursed rut he was growing to know and love as his very own.

The usual jockeying and ragged-edge Ascot racing was keeping the crowds scanning the rest of the pack for the entire race, but Dallas Baker pretty well kept them at bay and brought in the first BSA for a fifth place behind Eddie Mulder.

The Expert finish once again proved the Ascot zero prediction factor to be alive and well in Gardena. Not only did Van Leeuwen miss the big win, but he also missed out on second place. You guessed it. Lawwill got him at the finish line by a wheel! The Grand National Champion waited until the last lap and, exiting the short left-hander onto the back straight, screwed it on and showed the crowds and Van Leeuwen how he cranked off the new lap record for Flat Track at the end of last season at Ascot.

About fifty feet behind Van Leeuwen, he started really pulling strong half way out of the last turn. Three-quarters out, Lawwill put his feet on the pegs and was sawing along sideways right next to the Dutchman; after that, it was just a matter of waiting for the horsepower to talk and indeed it did. The Harley Davidson Racing Team of Mert Lawwill and Mark Brelsford talked horsepower and talent all night. Brelsford said after the race that in the three years he and Mert have been racing together, this is the first one-two sweep they've experienced, and that he was very sorry their sponsor Dud Perkins, S.F. Harley Davidson dealer, wasn't there to share in their glory. We told you nice guys don't necessarily finish last!

At the other end of the spectrum, the Novices put on all kinds of hard racing on their 250's.

Gary Scott proved a point for himself and Bultaco by winning the Novice Main on the abbreviated course made especial-

(Continued on page 21)

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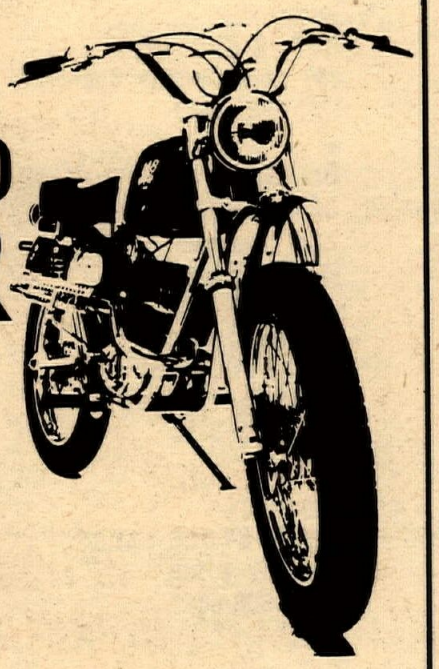

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WILSON WINS SIX AND SACHS

East-West Motocross Battle Shaping Up

By Ron Szilagyi

PALMDALE, CALIF. April 5, 1970– Jim "Ho-Hum" Wilson executed his usual six moto wins, for overall honors in both the 250cc and 500cc Expert class, in the East-West Challenge series, here Sunday at Anzac Raceway.

In the process, Wilson won a 125cc Sachs, plus becoming the top point man in ' try-outs" for the West squad.

The Greeves Expert easily won the first two 250 Sr. motos, holding Tim Hart (Montesa) at bay. Tim got a jump on Wilson in the final moto, only to drop to 2nd and an overall 2nd behind Wilson.

Wilson came back in the 500 Sr. go to meet the challenge of J.N. Roberts (Husky), Mike Bast (Maico), John Rice (Maico) and Whitey Martino (Husky). In the first moto, Mike Bast (behind Wilson and ahead of J.N.) literally put his Maico sideways, and he was through for the day.

Wilson handily won all three motos, with 2nd going to J.N. Roberts (Husky) and John Rice (Maico) picking up third overall.

Wilson winning all his motos was tied with Dave Rodgers (Bul) in the Senior competititon for the Sachs. Rodgers had won all motos in the 125 Sr. class.

Large turnout of 250's bend into first turn. Large crowd out for a day of sun and racing got their money's worth.

A 5 lap run off was held, Dave on his 125cc and Jim on his 250. They were started but, because of the difference in birds, Wilson was required to win by more than 30 seconds to be eligible for the Sachs.

Wilson did the deed and won the new Sachs.

The 125 Sachs to the top Jr. went to Terry Bilton (Maico) in the 500 Jr. class. Terry literally flew over the rough Anzac course.

Sandy (a girl) Termin (Hodaka) (Desert Daisys) really showed the boys in the first moto of the 100 Jr. class, taking a second. In the second moto Sandy took an uneasy lead but dropped to third and finally out of contention, when the engine stalled and upon restarting – hisided.

George Spellman (Kaw) carried off the 100 Jr. class win followed by Bob Haag (Bul).

The East-West challenge Series is sponsored by International Racing Enterprises, and will result in the top six west coast riders meeting the top six east coast riders at Pepperell, Mass. on May 31. Riders are selected on the basis of top points in four out of five races.

West coast riders will be flown to the event, and the winning team will receive $600. On June 7, at Bay Mare, the east coast team will fly here for a re-match.

The top western rider in the two match races will receive an all expense trip to the International Six Day Trials in Spain.

(Results on page 19)

Hi-Way Kings' Ride Attracts 370 Bikes On Poker Run

By H.J. Eble Jr.

LONG BEACH, CALIF. March 22, 1970– More than 370 riders were on hand early this morning, as the Highway Kings M.C. readied for the start of their Poker Run.

The entrants left Long Beach via the San Diego Freeway, turning off at the distant Saugus-Newhall exit. From that points, two alternate routes were available.

Finally, after filling their poker hands at the various check points along the way, riders arrived at the destination, where they were treated to a reasonably priced barbeque luncheon. The bar was open, and music was provided by the Canyon Country Boys.

Promptly at 3 p.m. the award ceremonies got under way. Those receiving trophies included: Earl Holmes, for his 30 year membership in AMA; Jack Anderson of the Norwalk Centaurs, for his 13 annual run; and, Bob Holloway of the Manteca Golden Bears, who traveled in a sidecar from Stockton with his family.

Two new clubs, the Brushbusters and the Shooting Stars, also picked up the brass. The Bushmasters had tied with the Norwalk Centaurs for the Largest Club award, but a toss of the coin decided in favor of the Centaurs. In re-counting their members, however, the Norwalk club discovered they were one short of the original total. And, in a display of sportsmanship, the relinquished the trophy to the new club.

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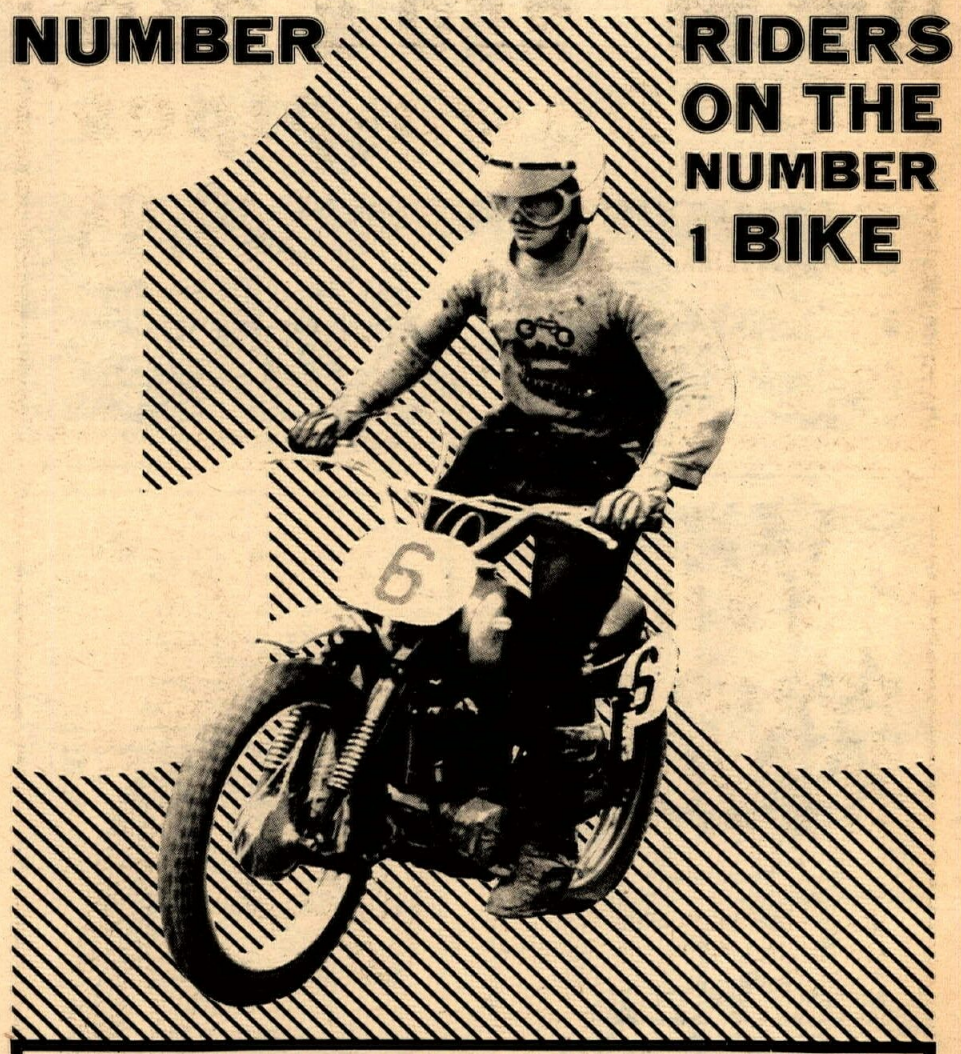

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CMC MOTOCROSS LOCATION FOR UPCOMING MOVIE

By Elaine Jones
Photos by Manuel Burton

PERRIS, CALIF. April 5, 1970 – Motocross riding was turned into a movie set Sunday, when the CMC's weekly tournament played host to a movie crew, filming shots for a forthcoming movie, "Weekend With The Babysitter".

Races were shot as background, with some of the riders actually staging falls, as stand-ins for some of the actors. The movie is produced by George E. Carey, and is scheduled for release in July.

Mark Blackwell and Ron Dugan both managed to bring their race right down to the wire in the 500cc Int-Ex. class. Each rider had one moto to his credit, when Blackwell, capitalizing on the breaks, collected the marbles in the final go. Both riders were on Huskies.

The 500 Jr. class saw the first of three ties in the result column. Rich Davis managed the win, but Rod Hall and Bob Rhadades just couldn't out do one another, and when the tally was in it was a dead heat.

Rich Noargaard pulled out all the stops on his Husky, as he led the first division Jr's a very merry chase. Glen Gipson, Leo Hench and Brian Lendl made up the rest of the pack.

The 250 Jr., Div II had the most hustling and hassling of the day. Ron Hau ended on top, followed very, very closely by Terry Trachy; followed very closely by Brian Harbor; followed closely by Jerry Natleborg. The order changed often, but the riders finished up in the aforementioned order.

The 250cc Intermediate was new to CMC, and is a stepping stone to the Expert class. John Rubcic put everything together and came up with the gold, followed by Mark Nohr.

Garold Fletcher was having his own problems, as Mike Cram, on a Carabella, had given everyone fits in one moto, and then started making the mistakes that do anything but win.

The Carabella is the newly imported Mexican machine being tested at local tracks. When it's perking, it's very hard to catch.

Dave Boydston, with his wrist in a cast and two broken ribs, still managed a third in the 125cc Int-Ex. class. Clyde Grizzle on a Bultaco got top honors, with Don Emler taking second.

(Results on page 19)

CZ rider off one of the many Perris jumps. A real test of man and machine.

Hey, see if anyone has a sponge.

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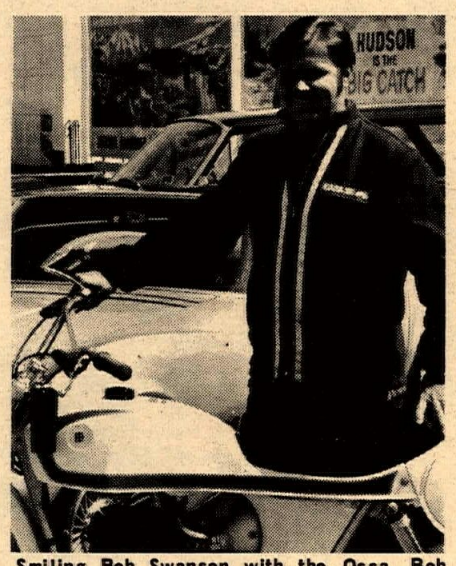


Smiling Bob Swanson with the Ossa. Bob sold more than anyone in the U.S. last year.

Ossa Dealer Wins Trip To Spain

SAN JOSE, CALIF. March 24, 1970– Bob Swanson, owner of Swanson Motors in San Jose, has won a 10 day trip to Spain, for selling more Ossas than any other dealer in the United States.

Swanson plans to go to the Ossa factory in Barcelona in August, and then take in this year's International Six Day Trials, taking place nearby.

The San Jose shop owner said he'd like to compete in the ISDT.

"I just have to get in shape and practice endurance. I'd really like to try it," he said.

Swanson has had a shop for three years, but he recently moved to a bigger location, at 1570 McKee Road, just East of 101. Swanson Motors specializes in Ossa and Yamaha.

Yamaha rider Dave Ditter crosses the line to win not one but three classes plus one Trophy Dash, not bad for one day.

Ditter Gets All The Eggs

WOODLAND, WASH. March 29, 1970 – Yamaha mounted Dave Ditter took home four trophies this Easter Sunday, as the Woodland track inaugurated their summer season.

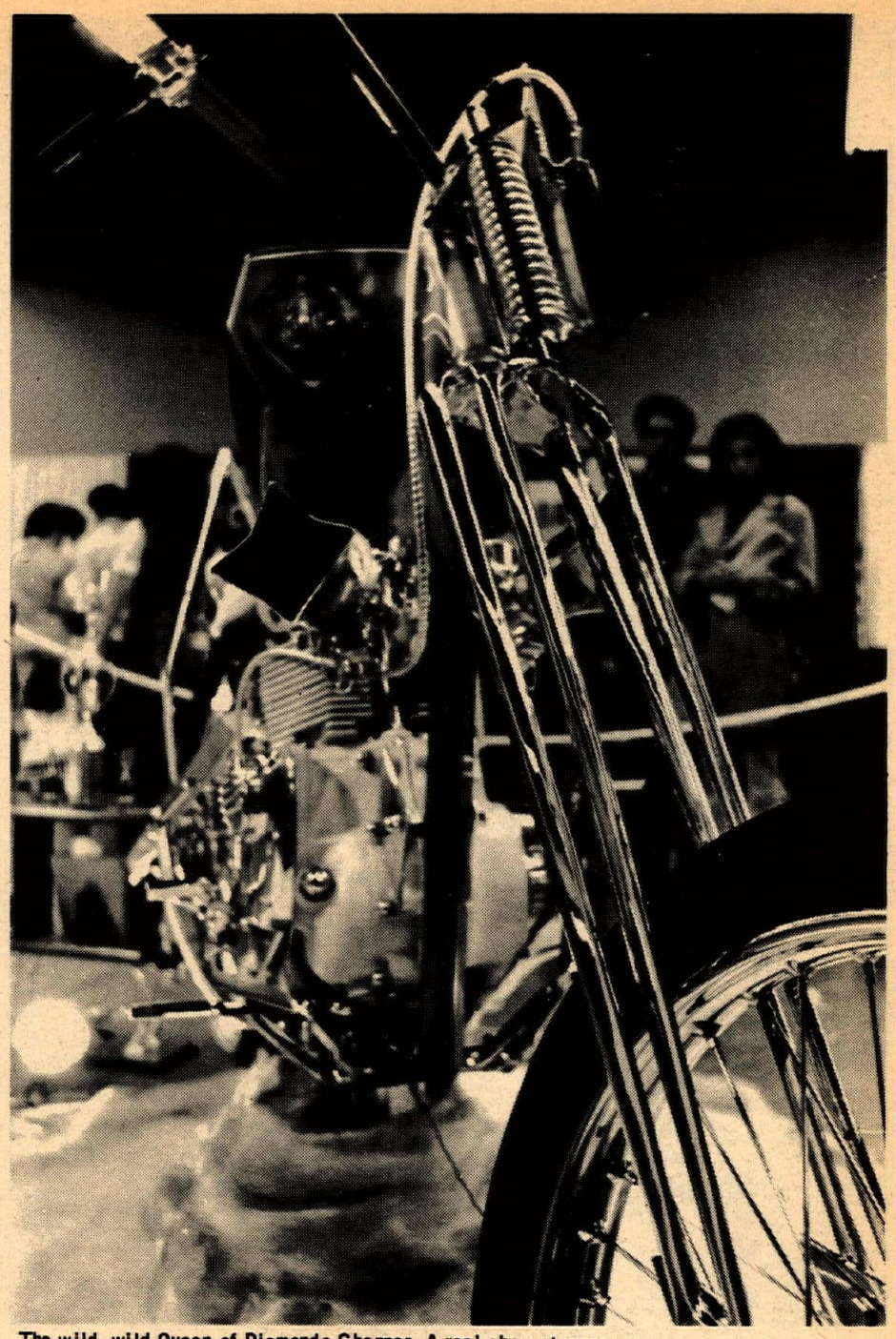
Ditter grabbed the number one spot in the 360cc motocross and the 250cc trophy dashes, as well as second place finishes in the 250cc A Main and 200cc Trophy Dash.

Even though it was a cloudy, windy morning, riders began arriving around 10 a.m. By race time, there were close to fifty riders ready to go.

The track was dry and fast, and the many riders appreciating these conditions came out of hibernation for the event. Local racers are starting to get themselves in shape for the fast summer tracks in this area.

A few of the riders, the ones out for the first time, had some trouble with the hard track. But even though there were some spills, no one was injured.

(Results on page 19)


The wild, wild Queen of Diamonds Chopper. A real show stopper.

CYCLE '70 BREAKS ATTENDANCE RECORDS

Records crowds attended Cycle '70 this past weekend in San Francisco's Brooks Hall.

San Francisco Yamaha previewed the new Yamaha 650 overhead cam 4-stroke twin and the Mint 400 winner, the 360 Enduro.

The ISDT M-Z 250's were on display for the first time in No. Cal. and will be available soon, as well as the AJS 370cc Y-50 motocross bike which Bengt Arne Bonn rode in last year's Inter-Am series. Northern Californians also saw for the first time the new H-D OHV 750 factory racer which has only been seen before on the track in Southern Cal.

Russ Sanford made an appearance for M.O.R.E. to inform the local people of our fight for rights in Sacramento.

The Iron Horsemen had an amuzing simulated trail riding display with everything – including chipmunks, pine needles, and mud.

A Volkswagen engine in a BMW frame highlighted the BMW display with the other touring bikes.

The Classic and Antique Motorcycle Association had a dozen bikes in the show. One, a 1910 F.N. won the Antique Trophy. Dave Blevin's 1936 Simplex – a 3-wheeler 90cc has a top speed of 20 mph – 30 mph down hills.

The people's choice trophy went to the Hell's Angels' custom chopper in the memory of "Lovely" Larry. Its chrome and deep purple paint job with the skull insignia and their display attracted much attention.

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TOP NAMES IN AT HANGTOWN

125 Experts make their way over the challenging Hangtown course. Eventual winner Lars Larsen (top of hill) has some catching up to do.

Story by Dave Loop
Photos by Bob Kraft

PLYMOUTH, CAL., April 4 and 5, 1970 – Dusty Plymouth Raceway was the meeting ground for many of the finest motocrossers in the west this weekend. Top stars such as Dick Mann, John De Soto, Hans Hansen and Lars Larsen captured the enthusiastic crowd with their famous riding abilities. Northern California favorites such as Bob Grossi and Brad Lackey showed that Southern California and points east have no monopoly on motocross talent.

In fact, Grossi was the man of the day, winning the 500 Open class overall and two of the three motos outright. John DeSoto grabbed an early lead in the first race, but lost it when he popped out of gear in a rolling section of the course. Then it was Grossi (Hus) and Hansen (Hus) racing for the flag in a fashion that brought the crowd to its feet. Hansen won the moto, but Grossi's press made Hansen's victory much less than a gift.

The second 500 Open race featured some of the afternoon's best action. Wheel-to-wheel dicing between Hansen and Mike Runyard (Montesa) was extremely exciting as they worked to catch Grossi and DeSoto. Brad Lackey, on a Northbay CZ, rode hard and smooth to place fourth overall. Brad was very fast and paced himself well, two invaluable assets in the fast company riding the Hangtown event.

Hans Hansen was overall winner of the 250 Senior event on a Husqvarna, but runner-up Mike Runyard (Montesa) became the favorite of the crowd. Mike did a spectacular endo in front of the crowd in the first lap of the third 250 moto. The race was restarted, and Mike proved his super-spill hadn't bothered him by winning the moto going away.

Both 125 classes were run on Saturday, and the Senior honors went to Lars Larsson. Lars pushed his Penton to the limits to hold off hard charges by Pat De Benedetti (Am. Eagle) and Gary Bailey (Sachs). Bailey caught a footpeg in the lower leg in the last heat, sustaining injuries that kept him out of Sunday's running.

The most interesting race Saturday was a 250 Junior clash that saw Don Malley (Hus) and Mike Rendich (Montesa) exchange the lead five times. This was to the ultimate frustration of Maico mounted Chris Carter, who made continual bids but had to settle for third. For the day, Chris was first.

The 250 Experts present motocross to the fans with this charge into the first turn.

All in all, the Hangtown motocross weekend was a hit with the spectators and a real workout for the riders. The long, dusty course choked the racers while it beat them to death, and most competitors agreed that the course was really tough.

The success of the event was due in great part to the efforts of the Dirtdiggers North Motorcycle Club. They promoted the event heavily, and when raceday came they provided quick results for the riders and adequate concessions and sanitation for everyone there.

(Results on page 19)

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GREAT ACTION

Ruben Benites (Penton) leads the charge of 125's as the Dirtdiggers North Annual Extravaganza gets under way.

Starter Accosted By Young Rider At Modesto Meet

By Bill Spencer

MODESTO, CALIF. Mar. 29, 1970 – It was an action packed afternoon for those attending the annual Modesto M.C. Scrambles event, though the action wasn't strictly limited to the track.

One young competitor had an altercation with the starter at the beginning of one event, and this unexplainably led to another incident with the same young man.

The trackside action was also great in almost every main event, with only a few runaways. Jim Foley, the number one man in District 36, rode a very smooth 250 Expert Main, beating John Green and Dennis Huff by a slim margin.

Foley's work was only slightly less difficult in the Main, as Al Kenyon, the initial leader, suffered the misfortune of a broken chain.

Scott Brelsford continued his domination of the 250cc Amateur class, with a decisive win over Pete Ford. After his next birthday, Brelsford will join the Expert ranks riding his Sonny Kenyon Bultaco in class C competition.

Lee Rice survived another onslaught of 250cc Novices, taking the checkers in four heats and a semi.

George Graham closed his eyes and won the 175cc Novice affair after failing in a try for first place in the heat. He had to ride the semi to make the main, and won it easily.

Rayce Wilson scored an excellent victory in the 100cc Novice event with one of those rare runaways.

The 350 and 500 Novice event was combined, with three Bandido Bultacos doing their thing.

The 500cc and Up Amateur class was combined, also, with Jim Conlan taking home the big brass.

In the big bore Expert go, young Kenny Roberts got by Ray Huff on the third lap and rode his Montesa into the winner's circle.

(Results on page 19)

Seattle Club Holds Scrambles

By Judy Merryfield

SEATTLE, WASH. March 22, 1970 – It was Scrambles time Sunday, as the Greater Seattle M.C. hosted a very fine demonstration of racing.

The fifteen year and under class put on a real good show, with Randy Scum (Yamaha) winning the A Main hands down, and Dale Shippy, aboard a Bul, picking off riders for a win in the B division.

The 100-125cc class A Main was won easily by Kew Timlick on a Yamaha. In the C Main, Bill Health was running first, when his bike quit on the last lap, and Darrell Hendrickson rode into the top spot.

Another Hendrickson, Alan, won the 200cc A Main on a Kawasaki.

In the B Main, front runners Don Shippey and Dennis Andes crashed on the third lap. Shippey got up and finished in third, but Andes was unable to get his Honda started again and was out of the running. Two laps later, Mike Russ and Buck Rose, the new leaders, crashed in the same corner. Steve Hontz (Bul) got the win, even though he had already been lapped by the early front runners.

In the 250cc A Main, Dan Brecht on a Bultaco won by many bike lengths.

The 500cc class was a follow the leader race, with Bennett Moen (Maico) winning, and Don Towne on a 360cc Bandido taking a second. Towne fought his way from last to second, really working at it every inch of the way.

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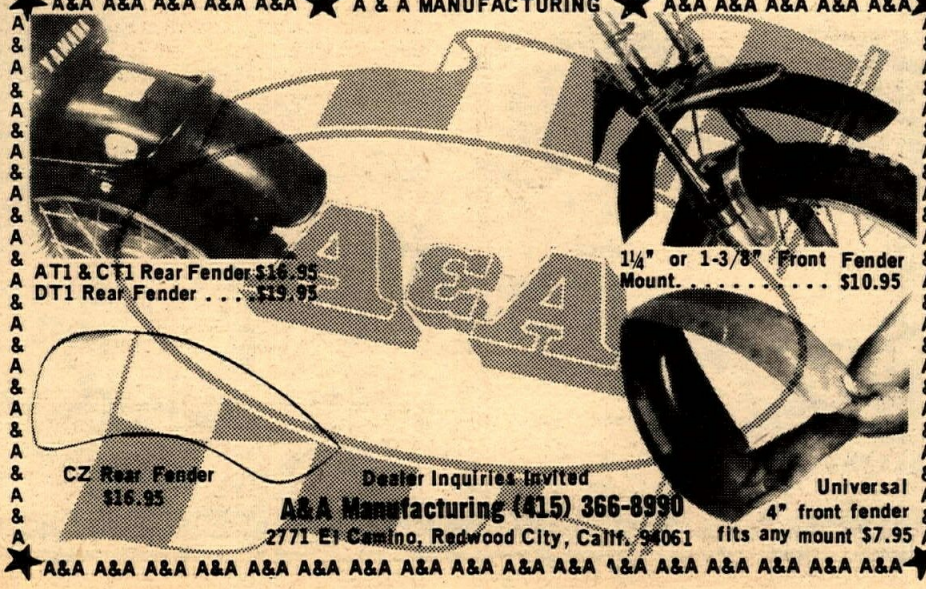

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Ke

KENT, WASH. April 5, 1970 – Ron Grant, riding a factory 500cc Twin Suzuki, captured the second AMA National road race of the season here Sunday, covering the slick, wet 125 miles at speeds averaging nearly 90 miles per hour.

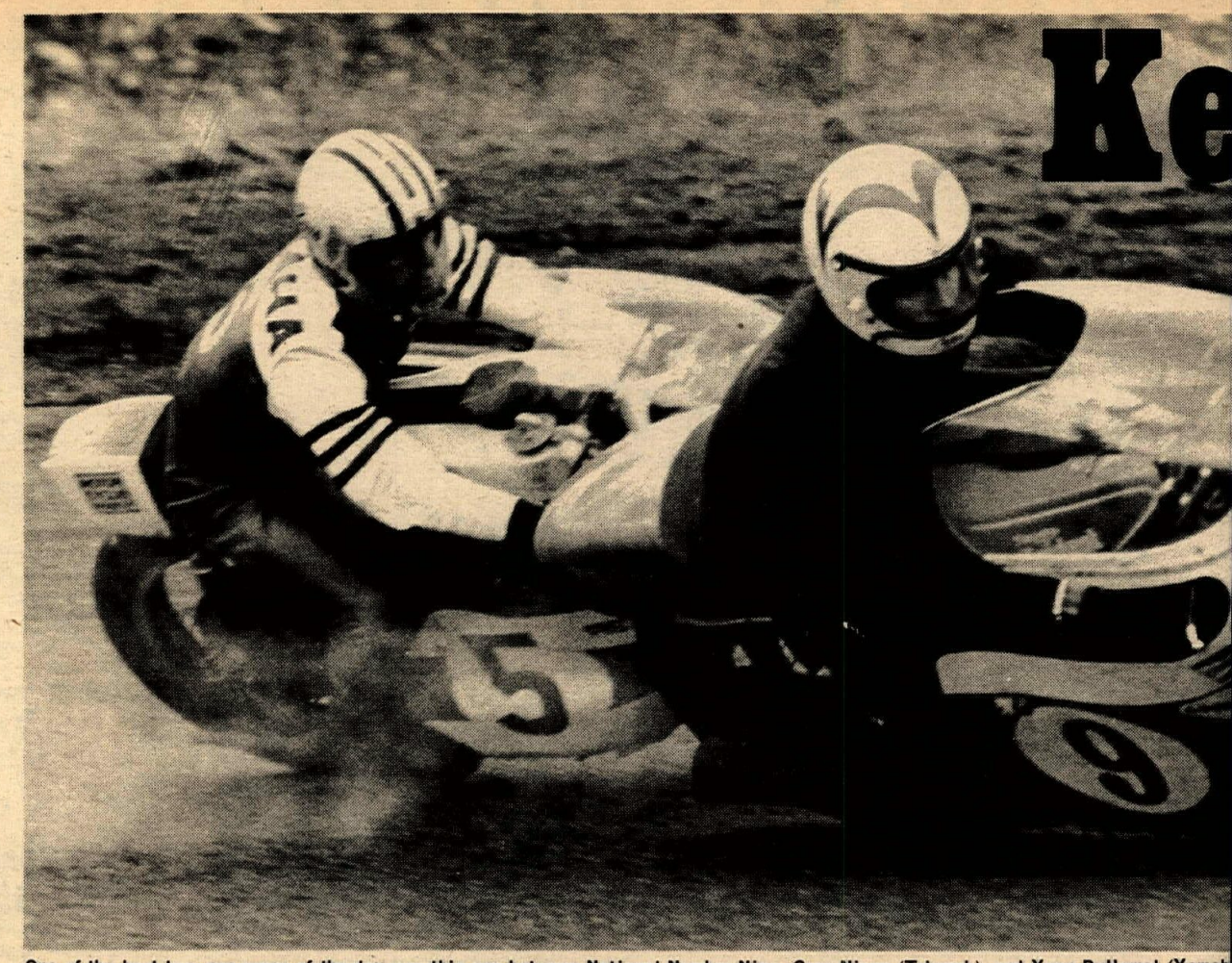
Yvon DuHamel, on a 350cc Twin Yamaha, nailed down the second spot, and two time National Champion, Gary Nixon, drove his works 750cc, OHV, Triumph three banger into third.

All in all, it was Suzuki's day, as Grant was engaged in a 36 lap, wheel to wheel duel with factory teammate and last year's Sear's Point winner, Art Baumann. The first 3 positions from the pole were all Suzuki's, and for nearly 15 laps the powerful, but light twins were running 1, 2 and 3.

Describing the race afterwards, Grant said, "My biggest problem was Art (Baumann). I was going as fast as I could, but he was still there."

And was he ever there. At speeds near the 160 mph mark, Grant and Baumann were literally side by side down the straightaways and through the curves and esses. Grant would get a couple of foot advantage, then Baumann would do the same.

The duo was at least one-half a lap ahead of the nearest competitor, when, on the fortieth lap, Grant made his gas stop. Baumann, now, was in the lead, but coming out of the esses approaching the back straightaway, the Brisbane, Calif. ace miscued and unloaded on the grass. Within seconds, however, he was back up, still holding down the number one spot.



One of the best two-man races of the day was this one between National Number Nine, Gary Nixon (Triumph), and Yvon DuHamel (Yamah ginning, but, in an act of togetherness, worked their way up to the number two and three spots.

Suzuki team Captain Ron Grant, relaxes before his winning ride.

Grant, the Suzuki team captain, lost just three places during his pit stop, and was running close behind third place Yvon DuHamel, who, along with Nixon and Baumann were still scheduled to take on gas.

On the 42nd lap, Baumann did it again, only a hundred feet or so from the site of the first mishap. After the race, he said that broken faring – the end product of the first spill – had hindered his braking bility, causing this costly second slip.

Baumann was up again and running, but Gary Nixon had taken the lead, and the Suzuki had to pit for gas. Grant was moving up, and Nixon still hadn't stopped for petrol.

From that point on, it was just a matter of time. Nixon and DuHamel pitted, and Cool-Hand Grant breezed across the line for the wave of the checkers.

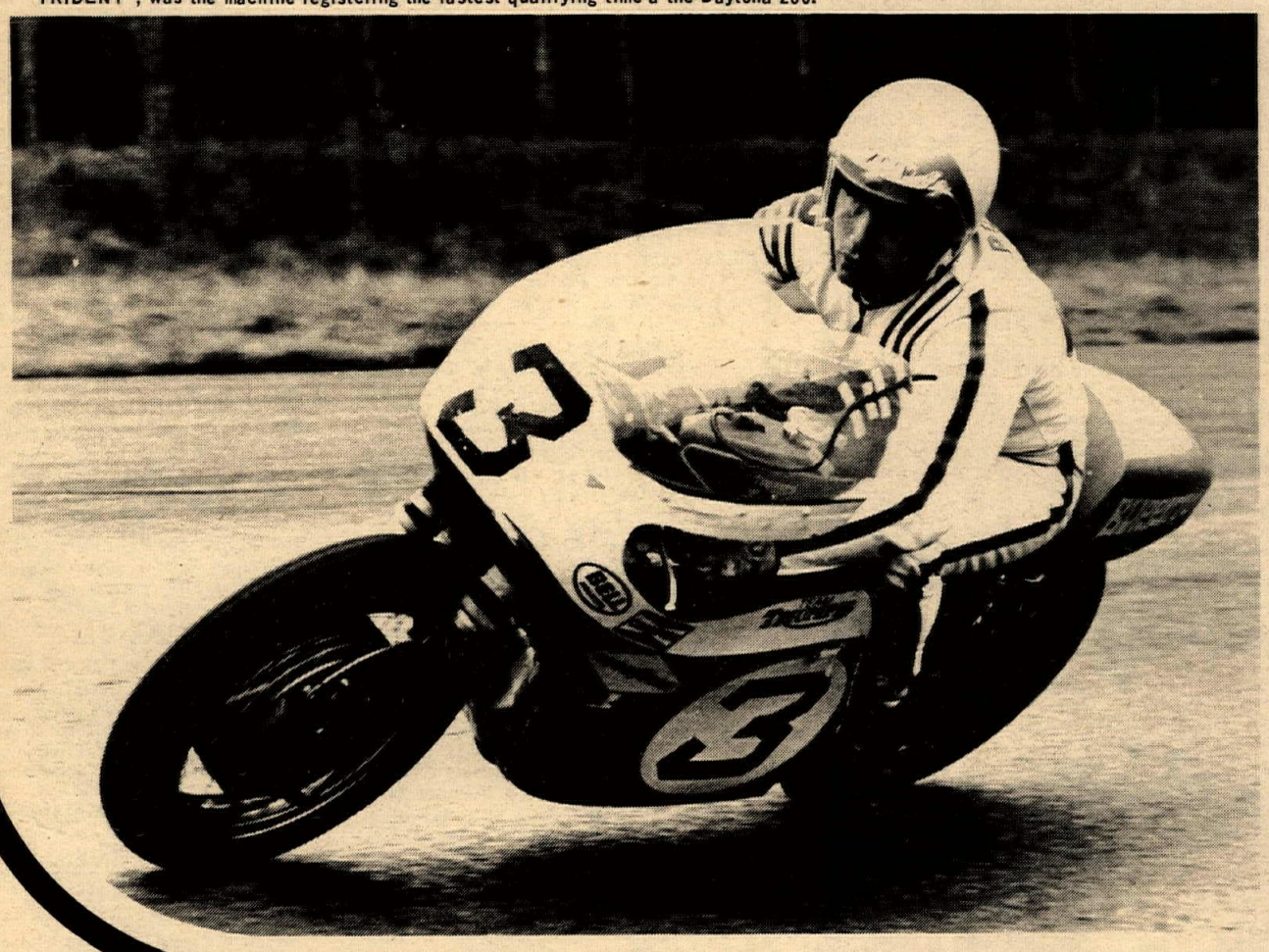
DuHamel, capitalizing on a very fast pit stop, managed to ace out Nixon in the race for second.

Surprise fourth place finisher was rookie Expert, Dave Aldana. With Daytona the only other road race under his belt, Aldana showed continual improvement from a below average heat race and a mediocre main event start. One each succeeding lap, last year's high point Amateur displayed growing confidence, not to mention increasing speed.

Cal Rayborn – described offhandedly by Grant as th "world's best road racer", and who won the lightweigh division on Saturday – was forced out of the race in th fourth lap when his new 750cc twin Over Head Valv machine blew. Harley-Davidson teammates, Bart Mar kel, Mark Brelsford also had mechanical difficulties leaving National Champion Mert Lawwill to carry th factory's colors into a 13th place finish.

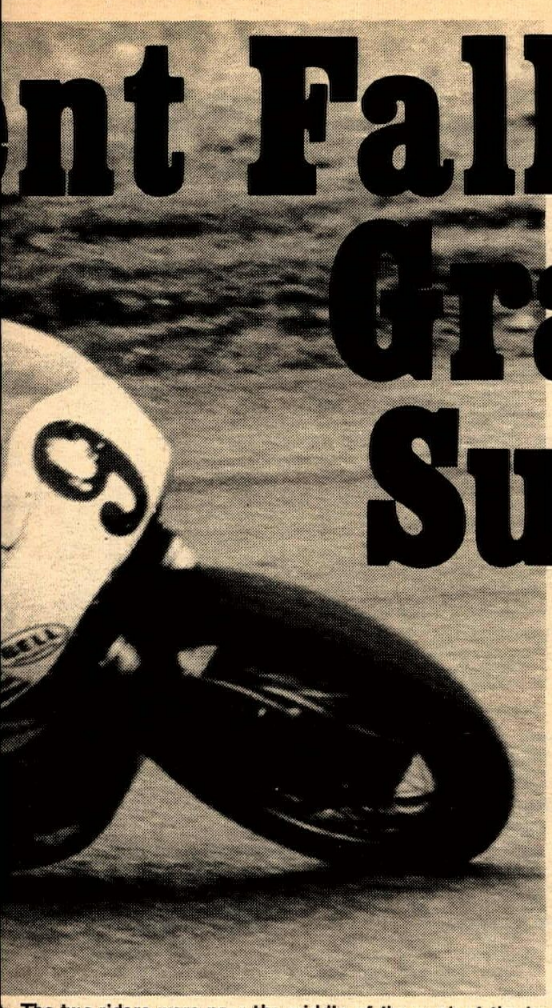
Suzuki managed to place three riders in the top ten and only Jody Nicholas' bad spill in the 24th lap kept fourth rider out of that grouping. Nicholas was runnin third at the time, and was all alone on the cruve comin

Gene "Burrito" Romero displays the style that was good enough for a seventh place finish at Sunday's event. Ro mero's Triumph "TRIDENT", was the machine registering the fastest qualifying time a the Daytona 200.



Leonard Fortune (Matchless) leads Dave Smith (Kawasaki), Championship. Smith, after finally getting his new tires scuf

nt Falls To Grant's Suzuki

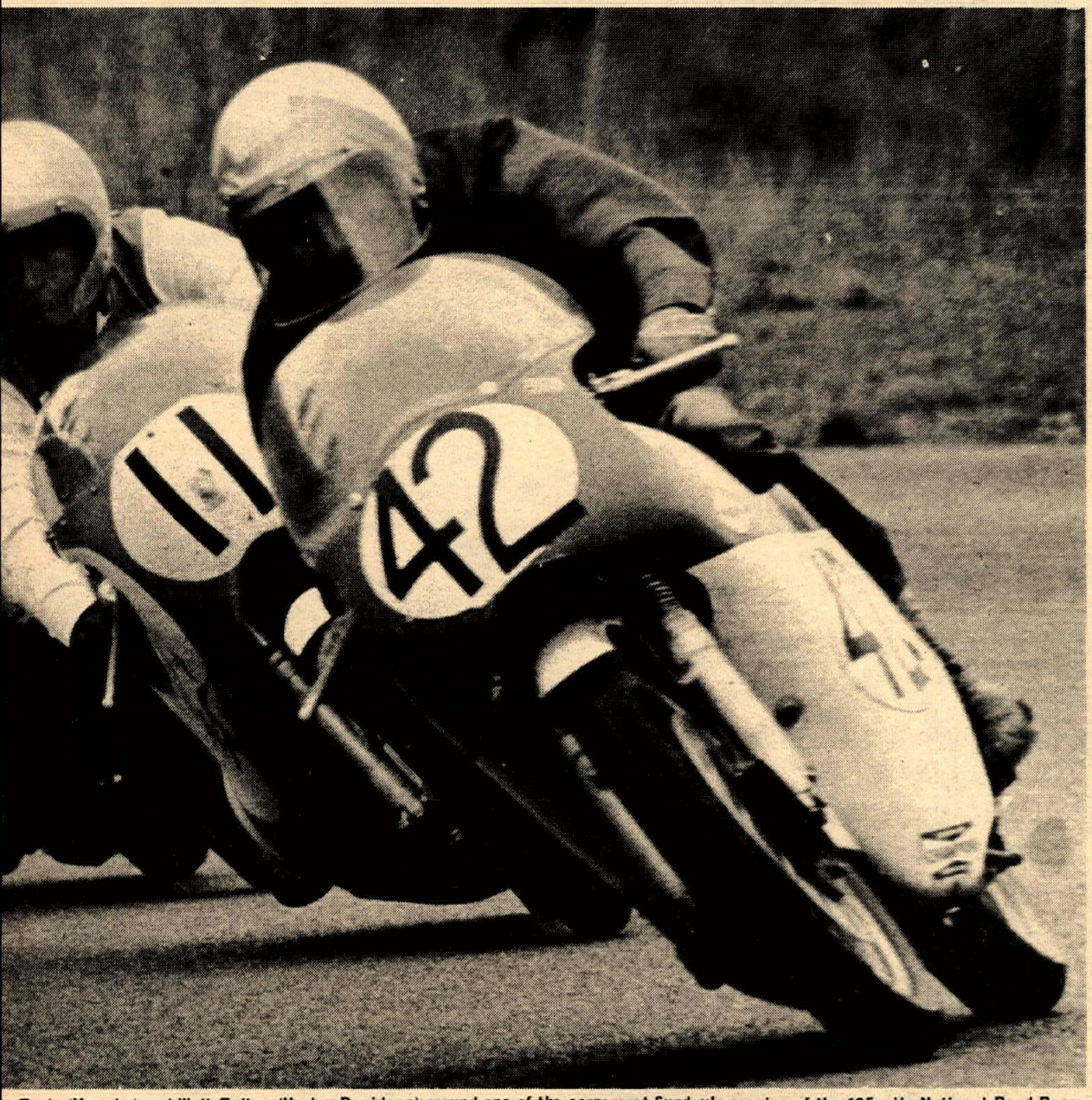


). The two riders were near the middle of the pack at the be-

This is the race that Ron won. But not before this lengthy duel with Dave Smith, and an earlier battle with Suzuki teammate, Art Baumann. Grant, constantly pressed throughout the contest, managed to keep his cool for 125 miles at speeds reaching 160 mph.

Story by Bob Sanford

Photos by Bob Sanford and Terry Pratt



n Emde (Yamaha) and Walt Fulton (Harley-Davidson) around one of the corners at Sunday's running of the 125 mile National Road Race d, had a nine lap, wheel to wheel race with winner Ron Grant. Smith finished seventh, Emde tenth, and Fulton Twelfth.

into the front straightaway. The ex-jet pilot said later that he didn't know what had happened. The first thing he remembered was somebody trying to wake him up. He apparently wasn't seriously injured, but was out of the running for the rest of the day.

BSA-Triumph also had a commendable day, placing four riders in the top ten. Along with Nixon and Aldana, team Triumph riders Gene Romero and Don Castro powered their three cylinder Tridents into 7th and 8th respectively.

Nixon, who has been out of action with a broken leg for eight months, said his arms grew tired in his nip and tuck race with DuHamel. The Phoenix, Md. pro pointed out that the lighter, less powerful Yamaha was out braking the big Triumph in the turns. But, he said, the powerful Trident had the advantage on the straight sections.

An independent Kawasaki rider, Dave Smith, looked very impressive in the waning moments of the race. Although one lap behind, Smith took over Baumann's role, racing Grant every inch of the way through the final nine laps. After the race, the young Lakewood, Calif. Expert said that he had started the weekend with new tires. But because of the wet track, he couldn't scuff them enough for proper traction. He had even tried a file, but it wasn't until the track had started drying in the late afternoon that he was able to obtain the desired degree of roughness.

In what was described by man as rather typical Seattle weather, the temperature leveled off at around 50 degrees, and very light showers fell sporatically from dawn 'til dark. The track inclined to puddle, and brooms and a convoy of cars were used to dissipate the water.

This was definitely not Yamaha International's day to shine, as Dusty Coppage was the only team member to finish the race, ending up a distant 19th. As with all two-strokes, inclement weather causes tuning difficulties, and, among many, many other problems the boys in yellow and black apparently could not seem to arrive at a workable solution.

In anutshell, here's how it went:

–1st Qualifying heat. Yamaha mounted Dan Haaby jumped off in the lead, but by the first turn, Art Baumann had edged into the front. Don Emde had trouble starting his Yamaha and was several hundred yards behind the pack. Cal Rayborn was in second. Rayborn grabbed the lead in the second lap, and Baumann held on to second. On the third lap, Rayborn had increased

(Continued on page 16)

RAYBORN WINS IN LIGHTWEIGHTS

KENT, WASH. April 4, 1970 – Yamaha's five and one-half years dominance of lightweight road racing competition was broken in the 100 mile national championship event here Saturday, as Harley Davidson factory rider, Cal Rayborn, victoriously rode his 350cc single across the finish line in one hour 14.28 minutes.

Gary Nixon on a Yamaha 250cc twin was second and another Yamaha, ridden by Don Emde of Bonita Point, Calif., was third. Canadian road race specialist, Yvon DuHamel, was fourth.

Nixon held the lead for the first couple of laps, but from that point on it was Rayborn's race. Taking it easy on the last several laps, he still managed to beat Nixon to the finish line by nearly 25 seconds.

The only mishap of the day occurred in the third lap, when Ron Pierce's Yamaha seized, and he unloaded. A gas line broke, and Suzuki rider, Jody Nichols, hit the liquid, and lost control of his machine. Neither rider was seriously injured, although Pierce was brought back to the pits in an ambulance.

Ron Grant, the winner of Sunday's big bike competition, was running strong, but dropped out with engine problems in the 15th lap. Grant sat beside the track and gave signals to Suzuki teammate, Art Baumann, who finished sixth.

After the race, Rayborn said that his new Harley was well suited to this particular course, except that he tended to run out of steam before the end of the main straight. He felt that the big machines braking and handling gave him the edge over the other two-stroke machines.

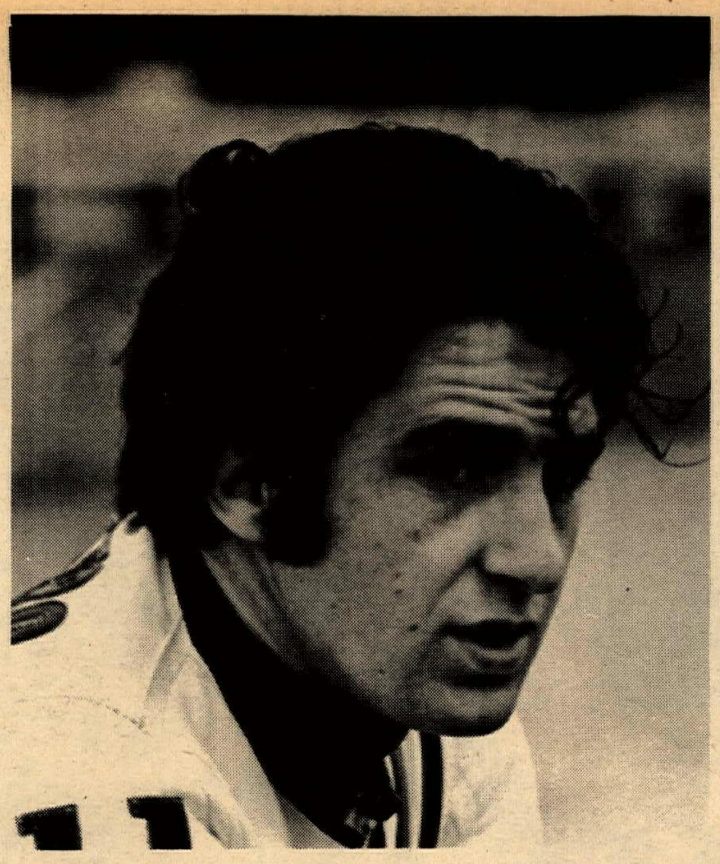
But Harley's most obvious advantage had to be that it was ridden by the Nation circuit's most skillful road racer.

This year's AMA ruling allows any 360cc bike, with the exception of two-stroke twins, to compete in the lightweight division of road racing competition. Tom Clark, AMA director of professional racing, said that he feels this is a much needed change, the gap between the previously dominant two-stroke twins and the industries other machines.

MANN STILL LEADS NATIONAL POINTS RACE. ROMERO SECOND

Following this weekend's 125 mile National Road Race the National points standings took a shift that moved road specialist Yvon DuHamel into third place behind leader Dick Mann and second place Gene Romero.

Dick Mann	122
Gene Romero	97
Yvon DuHamel	93
Don Castro	87
Geoff Perry	67
Walt Fulton	62
Mert Lawwill	57



Don Castro is one of the upcoming young riders on the pro-racing circuit. At 19 years old, Castro finished eighth at the Kent road race and is currently fourth in the National point standings.

The piston that was replaced in Bart Markel's Harley-Davidson between the first qualifying heat and the Main Event. Markel was also forced out of the 125 miles, when he developed engine troubles on the 14th lap.

Kent Falls To Grant's Suzuki

(Continued from Page 15)

his lead to 30-40 yards and H-D teammate, Bart Markel, had dropped out with a blown engine. Rayborn was still in the lead on the fourth lap, but lost a cylinder, coasting in for a second place finish behind Baumann.

–2nd Qualifying Heat. Tom Rockwood powered his Yamaha into an early lead, followed closely by DuHamel and Romero. On the second lap Romero grabbed the lead, and Nicholas began to close the gap. Jim Rice went down, but is up and running with only a broken fairing. On the third lap Nicholas picked off Romero, and stretched out a lead of about 100 yards. Ron Grant got Romero in the final lap, for a second place finish behind Nicholas.

–Main Event – Fourth from the pole, Cal Rayborn, jumped to an early lead, followed by Grant and Romero. At the end of only one lap, Rayborn had a lead of nearly 50 yards, Ron Pierce, on a Yamaha, pitted, but is back in the race.

–Second Lap. Leaders remain Rayborn, Grant and Romero, followed by Baumann and Nicholas.

–Third Lap. Rayborn stretched out his lead over the same field. Yamaha mounted Keith Mashburn pulls into the pits, but is back in the race. At the end of the lap, Rayborn pits, changes plugs, and is back in race. However, he only makes it a few hundred yards and pushes his bike to the pits. Rayborn is out for the day.

–4th Lap. Grant is now the leader, followed by Romero, Baumann and Nicholas.

–7th Lap. Baumann takes Romero, and Aldana starts to move up through the pack.

–8th Lap. Baumann starts his wheel to wheel battle with Grant.

–11th Lap. Nicholas takes third from Romero. Aldana, Nixon and DuHamel are fighting for the number five spot.

–14th Lap. Bart Markel, factory H-D, coasts to a stop on the grass in front of the announcer's booth. He's out for the duration.

–17th Lap. Aldana starting to get pressured by Nixon and DuHamel.

–20th Lap. Romero drops to seventh, and DuHamel passes Aldana for fourth, with Nixon sixth. Grant and Baumann are still going at it.

–22nd Lap. Baumann gets a ten yard lead, and Nixon aces out Aldana for fifth.

–24th Lap. Baumann still has a slight advantage over Grant, but third place Nicholas goes down and the rider advance.

–25th Lap. Grant goes back in the lead, and Nixon takes third away from DuHamel.

–26th Lap. Dave Smith makes the first gas stop of the day.

–36th Lap. Leaders remain the same, and Aldana becomes the first of the front runners to pit.

–40th Lap. Grant pits, and Baumann takes the lead, only to unload in the esses. He's still first, but has lost some time. DuHamel is second, Nixon third and Grant fourth.

–42nd Lap – Baumann down again and loses the lead to Nixon.

–43rd Lap. Baumann pits and Grant is moving up.

–44th Lap. Nixon pits and Grant takes the lead.

–Finish. Grant wins, with DuHamel second, Nixon third, Aldana fourth and Baumann fifth.

An estimated 18,000 people were on hand for the race, the biggest crowd to ever attend an event at Seattle International Raceway. Evel Knievel was a major drawing card, but it's a sure bet that most spectators would have attended, Evel or no Knievel. The car jumper from Montana powered his American Eagle over 18 automobiles, setting a new record.

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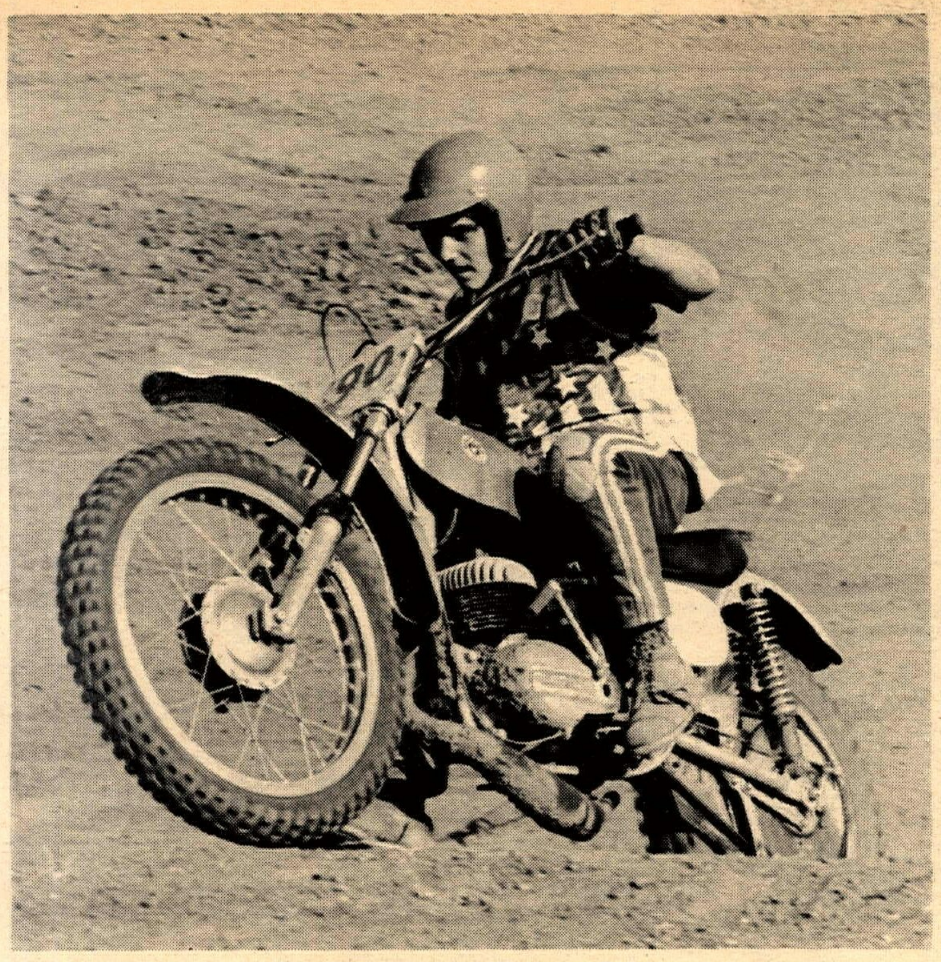

Champion Cycles ace Mike Payse gives the Huntington Beach course a going over.

By Eddie Smith

HUNTINGTON BEACH, CALIF. Apr. 5, 1970 – Motocross racing was the event of the day at Huntington Beach Cycle Park, and 97 bikes were on hand to compete in the afternoon races.

There were two divisions of five different categories, the 100, 125, 250 and 500 novice, and the 100, 125, 250 and 500 expert combination.

Several bikes crashed during the afternoon, including Mike Pasey, who crashed during his first two races. However, he rode his 250 Bultaco to victory in the third race, and ended up first overall in the Expert combination class.

Larry McCarty crashed his Bultaco during the 250 Novice race, losing the bike coming over the main jump.

Jeff Cruzon tangled with another bike on one of the smaller jumps. Cruzon finished the race, ending up third overall on his Husky in the 250 Novice class.

Huntington Beach Cycle Park will present motocross races again on April 18th.

(Results on page 19)

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GP ELSINORE, Ca.
Mar. 7 & 8, 1970
200 Am.
1st Ken Meter–BULTACO
2nd F. Danielson–BULTACO
3rd Ric Bell–BULTACO

175-200 Expert
1st Doug Yerkes–BULTACO
2nd Larry Taylor–BULTACO

SPEEDWAY
TROJAN SPEEDWAY
South Gate, Ca.
Mar. 6, 1970
250cc TT Main
1st Irwin Moon–BULTACO

250cc Flat Track Main
1st Larry Shaw–BULTACO
2nd D.C. Ralph–BULTACO
3rd John Caldwell–BULTACO
4th Gary Anderson–BULTACO
5th Tom Vardeman–BULTACO
6th Tim Wolfe–BULTACO

250cc TT Trophy Dash
1st Irwin Moon–BULTACO

250cc Flat Track Trophy Dash
1st Larry Shaw–BULTACO

TROJAN SPEEDWAY
South Gate, Ca.
Mar. 13, 1970
125cc TT Trophy Dash
1st Raymond Wunno–BULTACO

250cc TT Trophy Dash
1st Eric Olesen–BULTACO

250cc Flat Track Trophy Dash
1st Larry Shaw–BULTACO

250cc TT Main
1st Tom White–BULTACO
2nd Irwin Moon–BULTACO

Tom Poteet – BULTACO

250cc Flat Track Main
1st Larry Shaw–BULTACO
2nd Eric Olesen–BULTACO
3rd Tim Wolfe–BULTACO
4th T. Vardeman–BULTACO
5th Irwin Moon–BULTACO

MOTOCROSS
CMC MOTOCROSS
Fontana, Ca.
Mar. 22, 1970
125cc Div. 1
1st D. Rodgers–BULTACO
2nd R. Morrison–BULTACO
3rd R. Myers–BULTACO

500cc Jr.
1st M. Cram–BULTACO
2nd A. Anders–BULTACO

MOTOCROSS

CMC MOTOCROSS
Carlsbad, Ca.
Mar. 15, 1970
100cc Jr. 1st Div.
1st Mike Davis–BULTACO

125cc Expert
1st Bill Urban–BULTACO
3rd Diego Gualda–BULTACO

125cc Jr. 1st Div.
1st Dave Rodgers–BULTACO
2nd Dave Boydston–BULTACO
3rd L. Pfutzenreuter–BULTACO

125cc Jr. 3rd Div.
1st Jon Miller–BULTACO

SCTA TRAILS
Littlerock, Ca.
Mar. 22, 1970
Masters
1st Kevin Walker–BULTACO
2nd John Walkers–BULTACO
3rd Bob Nickelsen–BULTACO
4th Jack Ward–BULTACO

HARE SCRAMBLES
Lucerne, Ca.
Mar. 22, 1970
OVERALL WINNER
1st Tom Poteet–250 Ex.–BULTACO
2nd Rick Shirey–500 Ex.–BULTACO
3rd Fred Riva–500 Ex.–BULTACO

SCRAMBLES

TT SCRAMBLES
Huntington Beach, Ca.
Mar. 8, 1970
175-200 Nov. Main
1st John Coldwege–BULTACO
3rd Mike Little–BULTACO

175-200 Ex. Main
1st Charles Gann–BULTACO
2nd Greg Wickam–BULTACO

TT RACE
Perris, Ca.
Mar. 15, 1970
100cc Novice
1st Bob Hosferd–BULTACO

250cc Novice
1st Dennis Creason–BULTACO
2nd Greg Wickam–BULTACO
3rd Ron Rodriguez–BULTACO
4th Stu Cox–BULTACO

250cc Am/Ex.
1st Charles Gann–BULTACO
3rd Bob Greenstreet–BULTACO

SAWMILL ENDURO
Upperlake, Ca.
Mar. 8, 1970
OVERALL WINNER
1st Marvin Hurlburt–BULTACO

MANZANITA PROFF. RACING
Phoenix, Ariz. ½ Mile
Mar. 20, 1970
Novice Main
1st Gary Scott–BULTACO

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RESULTS

TT RACES
Elsinore, Cal.
Mar. 27, 1970
By Lorri Lee

MINI BIKES
G. Erickson
S. Egli
A. Swett
125 & UP NOV. NOV.
J. Rabulmin Bul
R. Okutla Yam
L. Steeber Yam
100 NOV. NOV.
S. Okuda
D. Box
100 NOVICE
B. Dobbs Kaw
R. Trip Kaw
R. Milner Kaw
R. Aquire Suz
D. Horten Kaw
125 NOVICE
J. Steeber Yam
G. White Yam
B. Homan Ben
250 NOVICE
H. Chitwood Bul
R. Gann Bul
V. Steeber Yam
D. Hannon Bul
T. McCool Bul
350-500 NOVICE
A. Ridderhof Bul
B. Byrd BSA
M. Wilson BSA
B. Goodwin Hon
100 EXPERT
T. Gillespie Kaw
R. Trip –
B. Sanders Kaw
125 EXPERT
K. Kanaki Yam
R. McEwen Yam
250 EXPERT
C. Gann Bul
V. Hannon Bul
M. Hogoski Oss
D. Lundberg Bul
500 EXPERT
C. Tidwell Mac
V. Hannon Hon
C. Soderstrom Bul
SPECIAL EXPERT
V. Hannon Hon
T. McKee C-Z
SWEEPSTAKES
B. Dobbs Kaw

SEASON WINNERS
Woodland, Wash.
March 22, 1970
By N.A. Williams

100cc
Gary Kapus Kaw
Jack Mills Kaw
Brad Mills Kaw
Ricky Graves Kaw
Don Blatchford Kaw
200cc
Gary Kapus Kaw
Keith Forsythe Kaw
Walt Pries Bul
Dick Anderson Bul
Bim Watterson Yam
250cc
Gary Kapus Kaw
Ed Hermann Bul
Chuck Joyner Bul
Dale Pace Kaw
Mike Ellis Bul
360cc
Chuck Joyner Bul
Tom Watterson Yam
Ed Hermann Bul
Larry Mascotte C-Z
Bob Wright C-Z
OPEN CLASS
Neal Hulet Hon
Mark Baker Tri
T.L. Hoglan Nor
Ed Hermann Tri
Howard Bushman BSA

HBCP MOTOCROSS
Huntington Beach, Ca.
April 5, 1970

100 JR
Dennis Peck Hod
Frank Hentrop Hod
Danny Slaton Bul
125 JR
Wen Beckwith Yam
R. Bellamy Sr. Yam
Greg Smith Sac
250 JR
Larry Furu CZ
Mike Niegsch Yam
Jim Henry Mai
500 JR
Steve Warren CZ
Roger Spahr Mai
Bill Hamans Mai
OPEN EXPERTS
Mike Pasey Bul
John Pavich CZ
Don Roberts Sac

ASCOT PRO TT
Gardena, Ca.
April 2, 1970

EX MAIN
Mark Brelsford H-D
Mert Lawwill H-D
S. Van Leeuwin Tri
Eddie Mulder Tri
Dallas Baker BSA
Dave Hansen -
Jim Rice BSA
Randy Smith Tri
Bob Bailey Tri
Bill Manley Nor
Dave Aldana BSA
Lloyd Houchins BSA
AM MAIN
John Hately Tri
Tod Sloan Tri
Terry Dorsch Tri
Wayne Hosaka Tri
Tom Clarke Tri
Fred Edwards Tri
Dick Mills Tri
Terry Morarity Tri
Chuck Hart H-D
Loren Andrews -
Randy Ellis Tri
Bob Ferrill -
NOV MAIN
Gary Scott Bul
Falconer Bul
Ray Vanderpool Yam
Carroll Heiland Bul
James Tuell -
Tom Warren Bul
Ronald Moore -

MOTOCROSS
Slow Pokes M/C
Vino Villa Park
By Carole Weigant

125cc JR.
Curt Johnson Yam
Arden Olson Sac
Doug Buckley Yam
Wayne Harbick Yam
Larry Beaver Hon
125cc SR.
Don Weeks A-E
George McNelly Yam
Ron Wagner Yam
Greg Beevers Yam
Joel McNelly Yam
200cc
Stan Gaunt Kaw
Don Weeks A-E
Don Miller Hon
Roland Harbick Yam
Greg Beevers Yam
250cc
Bob Wright C-Z
Roland Sorweide C-Z
Harold Storm Hus
Steve Hart Yam
Dean Anderson Kaw
Dennis Walo Kaw
Ron Musk Yam
OPEN TWO STROKE
Tom Ambrose C-Z
Norm Moore Kaw
Fred Reeves C-Z
OPEN FOUR STROKE
Ron Brown Ric
Larry Baker Tri
Bob Weigant Ric
Brad Ensinger H-D
Harold Gabriel Tri

EUPOPEANS SCRAMBLES
Deadman's Point
Apple Valley, Ca.
April 5, 1970
TRAIL BIKES
Jim Somners Hod
Brad Bridges Suz
Frank Wilsford Sr Hod
125cc
Derick Wambold Yam
Carl Stevens Mai
Troy Breker Yam
250cc
Larry Shoemaker Yam
Alan Wilson Yam
Carmen Minder A-E
OPEN
D. Mackelprang Mai
Rick Mark CZ
Neil Winston Tri
ALL COMERS
Dick Breker Bul
Mike Faulkner Yam
Alan Wilson Yam

HARE SCRAMBLES
Ponderosa, Ca.
April 4, 1970
by Jim Brooks

BIG BIKES
68 Entries
Boyce Asquislh Yam
Tom Garner Yam
Glen Lane Hus
Carl Sommers Oss
Lloyd Jones Hus
TRAIL BIKES
36 Entries
Randy Scott Hod
Steve Pendelton Hod
Mike Mulconery Hod
Jim Saunders Hod
SUNDAY, APRIL 5
BIG BIKES
100 Entries
Wayne Garrett Hus
Doug Pattison Bul
Terry Wells Hus
Tom Garner Yam
Tom Clodt Mai
TRIAL BIKES
58 Entries
Gary Hill Hod
Mick Mulconery Hod
Ken Bourgeois Hod
Monti Lee Hod
Jim Saunders Hod

MOTOCROSS
McMinnville, Ore.
March 29, 1970

125 JUNIOR
Bruce Sequime
Gary Henniman
Dale Ruth
Alex Mauck
Eddy Duncan
David Pratt
125 SENIOR
Bill Cook
Dave Bacus
Dennis Glasgow
Tom Cooper
250 JUNIOR
Larry Smith
Lynn Omohundro
Roy Stamp
Don Yates
Larry Rucker
Tom Higgins
250 SENIOR
Mike Clark
Bill Oliver
Larry Mascotte
Jim Watts
Gary Seeley
Bob Cooper
Tom Street
OPEN JUNIOR
Warren Kohler
Bill Reid
Rick Morrow
OPEN SENIOR
Bill Cook
Fred Leach
Tom Ambrose
Monte Reilly
Ed Hermann

SCRAMBLES
Modesto M.C.
Modesto, Calif.
March 29, 1970
By Bill Spencer

100cc NOVICE
Rayce Wilson Kaw
Chuck Goodrich M-B
John Vance Hod
100cc AM/EX.
Roy Winters M-B
Joel Crick M-B
Robert White H-D
125cc NOVICE
Gary Campbell Bul
Larry Dunigan Yam
Bob Empases Yam
175cc NOVICE
George Graham Bul
Jack Anderson Bul
Tim O'Brien Hon
200cc NOVICE
Ron Landis Bul
Alvin Brizendine Bul
200 AMATEUR
Mark Muscio Bul
Kevin Morrison Bul
250cc NOVICE
Lee Rice Bul
Duane Boling Yam
Gary Trammel Yam
250cc AMATEUR
Scott Brelsford Bul
Pete Ford Yam
Ted Bailey Oss
250cc EXPERT
Jim Foley Bul
John Geer Yam
Dennis Huff Yam
350 & 500 NOVICE
Oscar Booth Bul
Harry Chingan Bul
George Graham Bul
500 & UP AMATEUR
Jim Conwal Bul
Dave Koss BSA
Bob Roche BSA
650 NOVICE
Dave Russell Tri
Mark Jensen Tri
650 EX. & 500 EX.
Ken Roberts Mon
Ray Huff BSA
John Green Mon

TT RACES
Elsinore, Cal.
Mar. 27, 1970
By Lorri Lee

MINI BIKES
G. Erickson
S. Egli
A. Swett
125 & UP NOV. NOV.
J. Rabulmin Bul
L. Okutla Yam

AMA 125 MILE
National Championship
Kent, Wn.
April 5, 1970

Ron Grant Suz
Yvon DuHamel Yam
Gary Nixon Tri
Dave Aldana BSA
Art Baumann Suz
Dave Smith Kaw
Gene Romero Tri
Don Castro Tri
Don Emde Yam
Jim Odom Suz
Tom Rockwood Yam
Walt Fulton H-D
Mert Lawwill H-D
Den Molyneau Yam
Mark Williams Kaw
John Black Yam
Jim Rice BSA
Sonny Burres Nor
Dusty Coppage Yam
Leonard Fortune Mat
Gene Brown Yam

MOTOCROSS
Plymouth, Ca.
March 28 ,1970
by David Loop

125 SR
Mike McGowan Bul
Gary Bailey Sac
Bill O'Brien Yam
John Rice Sac
Brad Lacky Sac
250 SR
Phil Jacobson CZ
Gary Bailey Gre
Bill Saltzman Gre
Criss Williams CZ
Dick Mann Oss
500 SR
Bob Grossi Hus
Brad Lacky CZ
Bill Saltzman Hus
Rodger Kline Hus
Bill O'Brien Mai

SCRAMBLES
Greater Seattle M.C.
Seattle, Washington
March 22, 1970
by Judy Merryfield

15 YEARS AND UNDER
Randy Scum Yam
Bill Joyce Bul
Ron Tomlick Yam
Steve Taylor Kaw
B MAIN
15 YEARS AND UNDER
Dale Shippey Bul
Brian Johnston M-B
Mike Russell Kaw
Jesse Vanderhoof Yam
C MAIN
15 YEARS AND UNDER
Byron Gusa Yam
Jesse Vanderhoof Yam
100cc - 125cc
A MAIN
Kew Timlick Yam
H. Gullihoerud Bul
Don Rhodes Bul
b main
R. Hendrickson Kaw
Vince Hoto Yam
Nathan Burtron Bul
200cc CLASS
A MAIN
Alan Hendrickson Kaw
Bill Tibbiahn Bul
Don Zlock Oss
B MAIN
Unknown -
Steve Hontz Bul
Don Shippey Bul
250cc CLASS
A MAIN
Dan Brecht Bul
John Silvestri Kaw
Ken Hangen Bul
B MAIN
Buck Murphy Oss
Dennis Engberg Bul
Vern Hill Mon
500cc CLASS
A MAIN
Bennett Moen Mai
Don Towne Bul
George Wallace Hon
B MAIN
William Follman CZ
Arnie Horath Mai
Byron Gusa Mon
Lyle Dorsey Mai

SCRAMBLES
Woodland, Wash.
March 29, 1970
By N.A. Williams

100cc MOTOCROSS
Chuck Anderson Kaw
Mike Sullivan Hod
Rex Rigby Kaw
200cc TROPHY DASH
Dick Anderson Bul
A MAIN
Dick Anderson Bul
Dave Ditter Yam
Jerry Anderson Bul
B MAIN
Ron Reeves Bul
Bob Slingerland Oss
250cc TROPHY DASH
Dave Ditter Yam
A MAIN
Bill Winters Hon
Dave Ditter Yam
Tim Spradlin Bul
B MAIN
Mark Leslie Suz
Max Eisenbraun Yam
360cc MOTOCROSS
Dave Ditter Yam
Bill Winters Hon
Brad Mills Kaw
OPEN MOTOCROSS
Neal Hulet Hon
Henry Schram Tri
Dan Sullivan BSA

MOTOCROSS
Feather River M.C.
Marysville, Calif.
March 29, 1970
By Edna Conway

100cc NOVICE
Jerry Bland Bul
Tom Conway Kaw
Jerry Murphy Suz
125 NOVICE
Dave Buckmaster Bul
Bob Sorsen Bul
George Valerio Yam
Lonnie Foreman A-E
Rick Buckmaster Kaw
125 AMATEUR
Ken Gerard Yam
Delno Becker Yam
125 EXPERT
Carl Cranke Sac
Paul Miner Bul
200 NOVICE
Morris McCaslin Bul
Ken Proctor Yam
Joe Henner Bul
250 NOVICE
Lonny Murphy –
Martin Fever Gre
Jerry Strider Hus
Dean Croney Yam
Rick Star Oss
250 AMATEUR
Gene Price Yam
Bill Trumbull Yam
Ron Harlan Yam
250 EXPERT
Steve Young C-Z
George Carter Yam
OPEN NOVICE
Bruce Hanson Hus
Bill Scarlet Hus
Jim Buckmaster C-Z
OPEN AMATEUR
Jim Tanner Hus
Bill Dawson Mai
OPEN EXPERT
Carl Cranke C-Z

EUROPEAN SCRAMBLES
Phelan, Ca.
April 5, 1970
by Roy Hicks
unoffical

100cc
Dan Hensley
Dave Jewsen
Gordon Schmid
125cc
Tom Woyle
Gordon Schmid
Dennis Craig
250cc
Dennis Pierce Yam
Ron Griewe
Jerry Howard
OPEN
Dennis Pierce Yam
Jim Erickson
Joe Flores

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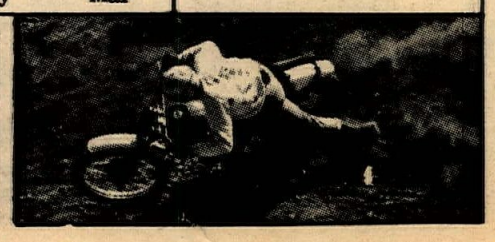

CMC MOTOCROSS
Perris, Ca.
April 5, 1970
by Elaine Jones

500 JR	
Rich Davis	Bul
Ron Hall	CZ
Bob Rhdades	Hus
Glen Hughes	CZ
500 EX & INT	
Mark Blackwell	Hus
Ron Dugans	Hus
Mike Cram	Bul
Al Anders	Bul
250 JR DIVISION I	
Rich Norgard	CZ
Glen Gipson	Hus
Leo Hitch	Oss
Brian Lendl	Car
250 JR DIVISION II	
Ron Hau	Car
Terry Trachy	Hus
Brian Harber	Hus
Jerry Natelborg	Bul
250 INT	
Don Rubcic	CZ
Mark Nohr	Mai
Harold Fletcher	Hus
Mike Cram	Car
250 EX	
Tom Rapp	Bul
Bill Gomen	CZ
Glen Lund	Mon
Digo Gualda	CZ
125 JR DIVISION I	
Mark Rick	Bul
Brian Booth	Mai
Brian Lendl	Yam
Cliff Bean	Yam
125 JR DIVISION II	
Chuck Williams	Yam
Jim Culwell	Yam
Tim Dunlap	Pen
Don Weeks	Pen
125 INT & EX	
Clyde Grizzle	Bul
Don Emler	A-E
Dave Boydston	Yam
Randy Meyers	Bul
100 JR	
M. Hayes	Hod
Den Boyser	Yam
Rich Norgard	Hod
David Shear	Hod

AMA 100 MILE
Lightweight Division
National Championship
Kent, Washington
April 4, 1970

Calvin Rayborn	H-D
Gary Nixon	Yam
Don Emde	Yam
Yvon Duhamel	Yam
Tom Rockwood	Yam
Art Baumann	Suz
James Dunn	Suz
Emil Ahola	Yam
Frankie Juhann	Yam
Sonny Burress	Yam
Dan Kirk	Bri
Gene Brown	Yam
P.M. Kellond	Yam
Ron Grant	Suz
Ron Pierce	Yam
Joel Nicholas	Suz

IRE MOTOCROSS
Palmdale, Ca.
April 5, 1970
by Ron Szilagyi

100 JR	
G. Spellman	Kaw
B. Haag	Bul
C. Laznenaye	H-D
125 JR	
J. Miller	Bul
S. Armstrong	Yam
D. Williams	Yam
R. Rakisits	Yam
125 SR	
D. Rodgers	Bul
G. Cannady	Sac
B. Holcomb	Pen
W. Bind	Yam
250 JR	
A. Wuntzel	CZ
J. Huegul	Yam
D. Williams	Yam
G. Bevans	Hus
250 SR	
J. Wilson	Gre
T. Hart	Mon
R. Petersen	Yam
L. Mulock	Yam
T. Jenkins	Hus
500JR	
T. Bilton	Mai
M. Casper	Mai
B. Underwood	Mai
M. Shook	Hus
500 SR	
J. Wilson	Gre
J.N. Roberts	Hus
John Rice	Mai
Whitey Martino	Hus

ACA ROAD RACE
Willow Springs, Cal.
April 5, 1970
By Dennis Greene

JUNIOR	
GRAND PRIX CLASSES	
50cc	
Aubrey McGehee	
100cc	
Sid Whitacker	Kaw
Mike Clarke	Hod
175cc	
Dan Headrick	Hon
250cc	
Dick Brewer	Yam
Barry Mayer	Yam
Steve Firestone	Aer
Bill Meyer	Duc
Wm. Faulkner	Suz
Dick Fuller	Suz
350cc	
Mike Libby	AJS
John Yeats	Hon
Carl White	Yam
John Gallagher	Hon
500cc	
Richard Poole	Hon
David Shattuck	Kaw
OPEN	
Richard Feist	Nor
Bruce Martin	Nor
PROD. CLASSES	
50cc	
Ed Kelly	Tar
100cc	
James McWorthy	Suz
Jim Evans	Yam
125cc	
Phil Thompson	Yam
200cc	
Dan Daigh	Yam
Jim Damron	Suz
Don Vesco	Yam
Al Mark	Bul
250cc	
Geoff Mazon	Suz
Pat Evans	Suz
Wm. Faulkner	Suz
Adam Pollak	Bul
Dick Fuller	Suz
Robin Cleary	Suz
350cc	
Ray De Long	Kaw
James Randolph	Suz
Tim Macy	Hon
Greydon Maechtle	Hon
Earl Wheelock	Hon
Doug Stanton	Hon
Randy Dawes	Hon
Mike Dawson	Yam
500cc	
Eric Dodd	Kaw
Greg Bush	Kaw
OPEN	
Jerry Greene	Nor
Barry Mayer	Hon
Bruce Martin	Nor
SENIOR	
GRAND PRIX CLASSES	
50cc CL. 1	
Richard Seifred	Hon
Jeff Evans	Suz
50cc CL. II	
Chris Anderson	Ita
Don Wicks	Vam
Ed Kelly	Ita
Phil Thompson	Ita
Hans Bertelsen	Mon
100cc	
Pat Evans	Hod
James McWorthy	Bri
125cc	
Steve Froschauer	Yam
Hugo Chicon	Suz
175cc	
Dan Guinn	Hon
Rich Stuelke	Hon
200cc	
James Crawford	Bul
Jim Damron	Oce
Pat Evans	Yam
Jim Evans	Yam
Dick Pearce	Gre
Al Mark	Bul
250cc	
Steve Le Hurray	Yam
Don Vesco	Yam
Buzz Buzzelli	Yam
350cc	
Don Vesco	Yam
Tom White	Hon
Dick Kilgroe	Hon
Mike Dawson	Yam
Keith Smith	Yam
John Weigel	Hon
500cc	
Wade Killen	Kaw
Tony Murphy	Nor
Eric Dodd	Kaw
Dick Kilgroe	Kaw
John Serra	BSA
Alan Spears	Hon
OPEN	
John McGillivray	Nor
Jerry Greene	Nor
Gerry Howerton	BSA
Doug Van Tassel	Tri

HANGTOWN MOTOCROSS
Plymouth, Cal.
April 4-5, 1970
By Dave Loop

SATURDAY, APRIL 4	
125 SR.	
Lars Larsson	Pen
Pat DeBenedetti	A-E
Brad Lackey	Sac
Gary Bailey	Sac
Rueben Benites	Pen
125 JR. #1	
Steve Foster	Bul
Richard Foshay	Sac
Bill Grossi	Yam
Bob Sorensen	Bul
Wally Gordon	Yam
125 JR. #2	
Ron Keeping	Kaw
Jim Dieu	Sac
Chuck Clark	Sac
Dennis Holcomb	Bul
Jack Mitcell	Sac
250 JR. #1	
Chris Carter	Mai
Eddie Brown	Bul
Rick Norris	Mon
Bill Del Prado	Hus
Mike Hauss	Gre
250 #2 JR.	
John Maroney	C-Z
Rich Lopez	Yam
Amos Galpin	C-Z
Mike Woltkamp	Hus
Bobby Noble	C-Z
SUNDAY, APRIL 5	
250 SR.	
Hans Hansen	Hus
Mike Runyard	Mon
Phil Jacobsen	C-Z
Bruce Baron	C-Z
Dick Mann	Oss
250 JR. #1	
Steve Rauch	C-Z
Rick Norris	Mon
Don Malley	Hus
Bruce Hanson	Hus
Richard Bungay	Mai
250 JR. #2	
John Maroney	C-Z
Bruce Kelly	Hus
Richie Lopez	Yam
Mike Rendich	C-Z
Lonnie Murphey	C-Z
500 SR.	
Bob Grossi	Hus
Hans Hansen	Hus
John DeSoto	C-Z
Brad Lackey	C-Z
Mike Runyard	Mon

TROJAN SPEEDWAY
South Gate, Ca.
April 3, 1970
by Eddie Smith

TROPHY DASHES		
Paul Wilde	Yam	100TT
Raymond Wunno	Bul	125TT
Danny Hockie	Oss	250TT
Paul Wilde	Yam	100ft
Scott Autrey	Yam	125ft
100 TT MAIN		
Bob Byers	Yam	
Mark Revels	Kaw	
Paul Wilde	Yam	
Bob Hosford	Bul	
Jim Wilson	Hod	
Tony Mason	Yam	
125 TT		
Ray Wunno	Bul	
Robert Bruce	Yam	
Bob Kuler	Bul	
Gary Hardin	Yam	
Dennis Hanson	Yam	
Bob Bivens	Yam	
250 TT		
Danny Hockie	Oss	
Jim Wilson	Gre	
Bill Bartels	Bul	
Chuck Lunde	CZ	
Irwin Moon	Bul	
Mike Curoso	Bul	
100 FLAT TRACK		
Paul Wilde	Yam	
Bob Sanders	Kaw	
Mark Revels	Kaw	
Bob Hosford	Bul	
Jeff Aezer	Kaw	
Jack Seattle	Hod	
125 FLAT TRACK		
Scott Autrey	Yam	
Paul Wilde	Yam	
Larry Shaw	Bul	
Steve Tinsley	Yam	
Robert Bruce	Yam	
Rodney Seller	Yam	
250 FLAT TRACK		
Larry Shaw	Bul	
Danny Hockie	Oss	
Larry Moon	Bul	
Irwin Moon	Bul	
Bill Bartels	Oss	

AMA DISTRICT 37 DESERT LIGHT-WEIGHT POINTS 1st QUARTER 1970

Po.	Name	Cl.	Pts.
1.	Tom Poteet	Ex	1520
2.	Phil Bowers	Ex	1090
3.	Wes Anderson Jr.	Ex	950
4.	Dick Camp	Ex	910
5.	Bill Friant	Ex	720
6.	Gary Griffin	Ex	610
7.	Robert Waters	Ex	605
8.	Eric Jensen	Ex	590
9.	Jerry Kindsvogel	Ex	570
10.	Larry Baley	Ex	550
11.	Larry Bergquist	Ex	500
12.	Mike Patrick	Ex	490
13.	Dwane Lundberg	Ex	480
14.	Hoyt Statham	Am	465
15.	Dennis Pierce	Am	444
16.	Jon Nicholson	Ex	420
17.	Gary Preston	Ex	420
18.	Jerry Perkins	Ex	400
19.	Chuck Nelson	Ex	395
20.	Kenneth Griewe	Am	394
21.	Glenn Thomas	Ex	370
22.	Larry Bovern	Am	367
23.	Jim Corning	Ex	350
24.	Don Gaide	Am	347
25.	Gordon Schmid	Ex	345
26.	John Huegel	Am	333
27.	Mil Green	Ex	330
28.	Tom Schmid	Ex	330
29j	Steve Ellsworth	Ex	310
30.	Gary Westergaard	Ex	300
31.	Max Wade	Ex	290
32.	Joel Gillingwaters	Am	282
33.	Roy Zonk Knight	Am	279
34.	Walt "C" Poodolece	Am	264
35.	Jerry Ruzicka	Nov	258
36.	Jim McClurg	Ex	250
37.	Jerry Isacson	Am	247
38.	Don McNamee	Ex	245
39.	David Williams	Am	240
40.	Gary Schuelke	Ex	235
41.	Mike Baller	Am	213
42.	Bob Kaskell	Am	211
43.	Carl Casanova	Am	209
44.	Greg Winkel	Am	205
45.	Dennis Tooman	Am	202
46.	Gary Davis	Am	200
47.	Ronald Lewis	Am	200
48.	Ed Segler	Am	200
49.	R.L. Willeford	Am	199
50.	Marvin Batten	Am	198
51.	Bill Fleming	Am	191
52.	Ron Bishop	Ex	190
53.	Gary Niederhuth	Am	190
54.	Ron Sloan	Ex	190
55.	Tom Smith	Am	190
56.	David Tribe	Am	190
57.	Brian Klock	Nov	185
58.	Ace Baker	Ex	180
59.	Bill Harry	Ex	180
60.	Uncle Bill	Ex	175
61.	Bob McLaughlin	Ex	170
62.	Charles Morris	Nov	168
63.	Jim Beres	Am	160
64.	Bruce Dunford	Ex	160
65.	Tom Muto	Nov	159
66.	Chris Murdock	Nov	159
67.	Bob Hayes	Am	157
68.	Dave Richards	Am	156
69.	Wayne Garrett	Am	155
70.	Darrel Hinnewinkle	Am	152
71.	Gene Cannady	Ex	150
72.	Dusty Coppage	Ex	150
73.	William Duncan	Am	150
74.	Bruce Kude	Am	147
75.	Dan Reynolds	Am	147
76.	Gerald Roberts	Am	145
77.	Craig Rufi	Am	144
78.	Bob Vesey	Am	140
79.	David Worley	Am	140
80.	Gene Kicenski	Nov	133
81.	Ted Lapadakis	Ex	130
82.	Dave Lapraik	Nov	126
83.	Terry Clark	Am	120
84.	Lynn Cole	Ex	120
85.	Harold King	Ex	120
86.	Max Melchert	Am	120
87.	Don Finley	Am	116
88.	Norman Modesett	Am	115
89.	Robert Ragsdale	Am	115
90.	Ross Henry	Am	113
91.	Carl Iverson	Am	113
92.	Bob Brownell	Nov	110
93.	Bruce Belding	Am	110
94.	Mike Burke	Ex	110
95.	Keith Collier	Nov	110
96.	Roy Barnett	Am	110
97.	John Pearson	Nov	106
98.	Mike Tillman	Am	106
99.	Tom Garner	Nov	105
100.	Ed Martony	Am	100

(To be continued next week)

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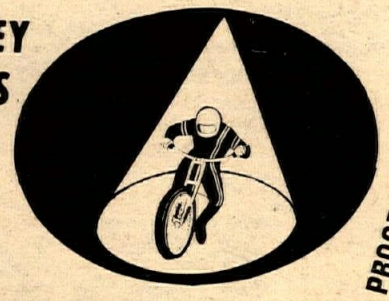

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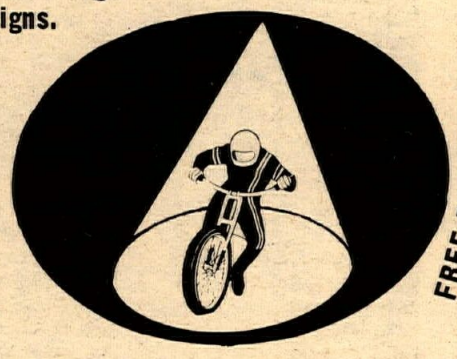
Races Start 2:15 PM

Tickets on sale at gate



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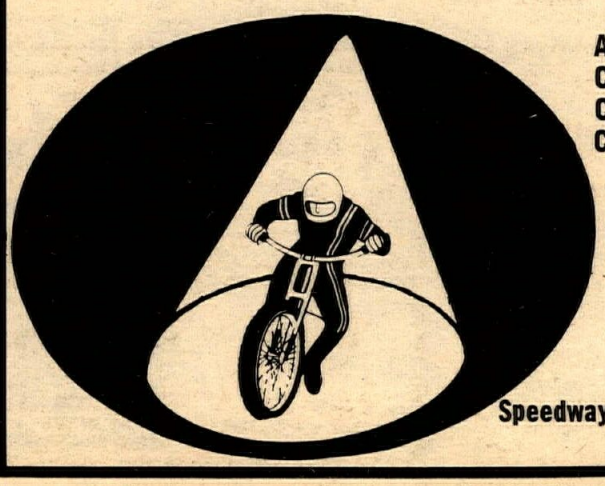

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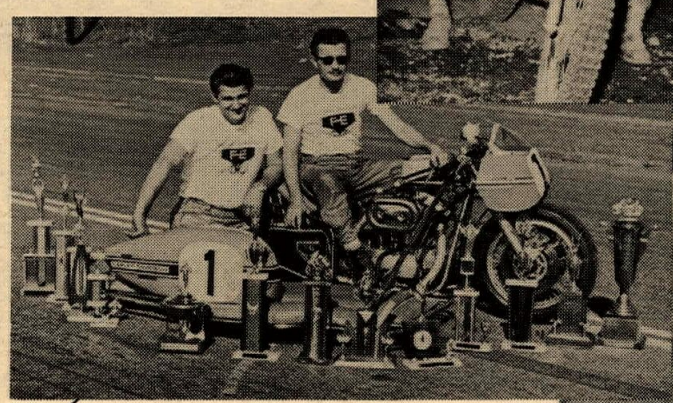
IT WORKS. FE PLUS

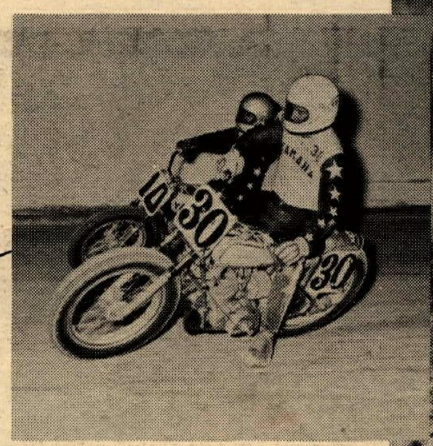
The Patrick-Bowers team have taken top honors in the two-wheeled division of the Mint "400" two years in a row. This year they used FE Plus Fuel Additive in their new 360MX Yamaha and busted their '69 winning time by more than an hour.

J. N. Roberts uses FE Plus in his bike, too. He won the Sandblasters M.C. Hare and Hound against 1000 bikes. And one week later rode to a 3rd overall at the Mint "400" — and that was after two flats.

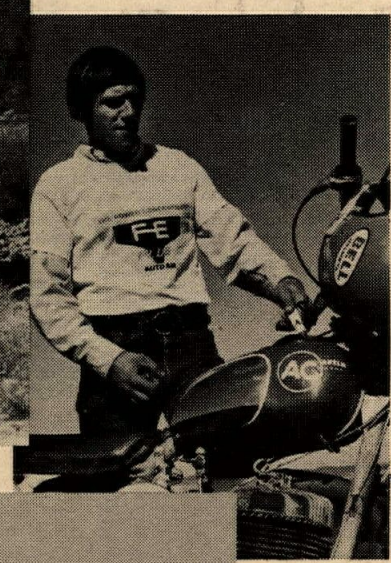


Al Baker and Lars Larsson grabbed 1st place in the 250cc and under class at the Mint "400". FE Plus also helped them take 6th overall.

FE Plus works for sidecar riders, too. In fact, #1 AMA plateholders Dean Hummer and passenger Rulon Gulbransen took 1st at the AFM opener at Orange County.



If you ever need a fast start, you need it in a 3 lap Trophy Dash. Keith Mashburn got it with FE Plus on the Daytona short track. He took 1st sweeping the field with a time of 1:03.13.



J. N. sticking FE Plus in his gas.

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FE PLUS

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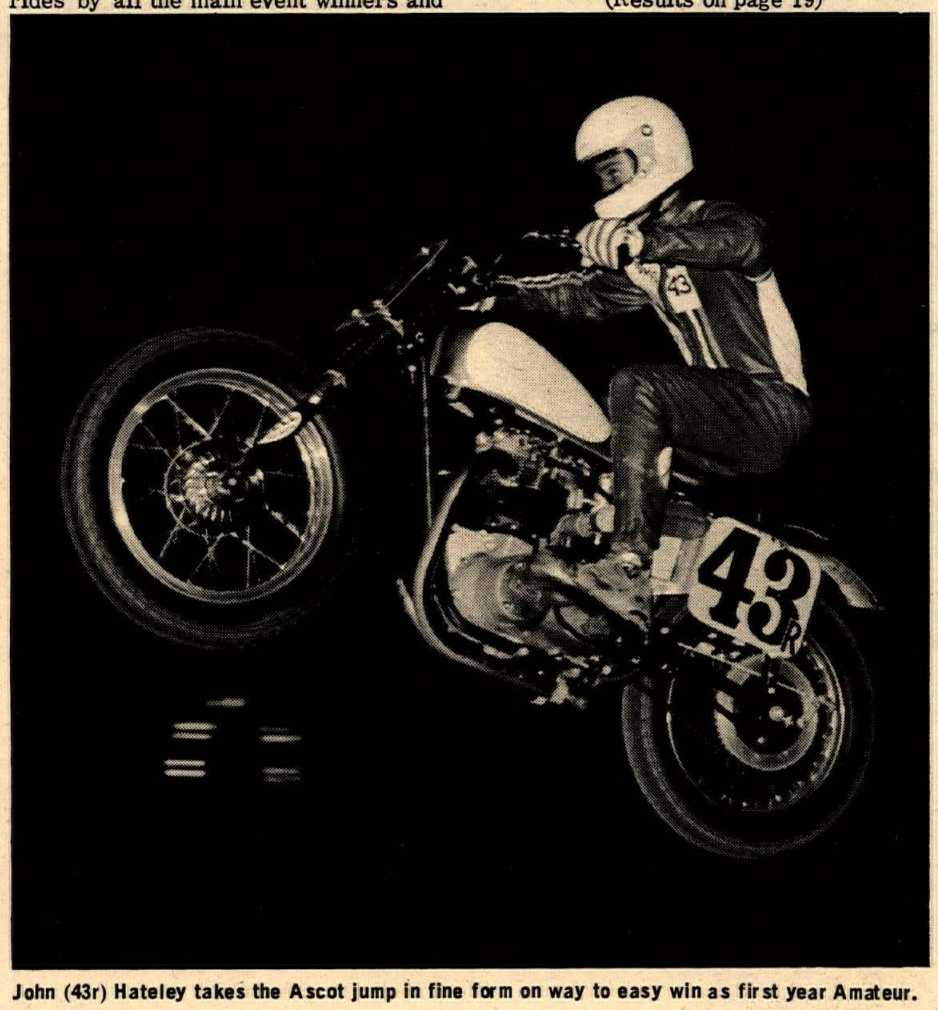
Ascot Pro TT (Continued from Page 8)

ly to keep the small bore racing interesting and fast. He won it as convincingly as Brelsford did his. A moral victory may well belong to Ray Vanderpool though. Yamaha mounted and circling at the rear of the pack due to clutch trouble he waded through nine competitors and finished third. Fal Coner staved off Vanderpool for second spot and he too was on a Bultaco.

John Hateley absolutely devastated the Amateurs with the last turn between himself and Tod Sloan, the nearest finisher. It had to be the night for flawless rides by all the main event winners and Hateley was perfect all the way. He went into the lead and steadily pulled away from Tom Clarke, Wayne Hosaka and Terry Dorsch, who, eventually got a third for his efforts behind Tod Sloan. Sloan couldn't catch Hateley and had to keep Dorsch out of his second place slot, and it was nip and tuck racing for the whole main event; in fact, at the finishline, the last four places were in contention at the flag! Chuck Hart and Loren Andres were paired off and right behind them were Randy Ellis and Bob Ferrill, all four giving it everything.

(Results on page 19)



John (43r) Hateley takes the Ascot jump in fine form on way to easy win as first year Amateur.

Enduro (Continued from Page 17)

again, but there was no choice; the way back was worse.

The Shamrocks called this, unofficially, their "Farewell" enduro. After close to fifteen years of putting on runs in the Jawbone-Red Rock area, they are now being so harassed by various officials (notably the BLM) that they no longer feel it is worthwhile. They are going to seek new areas, probably in the Barstow area, for their future runs. The feeling around the Shamrock camp is that the BLM in the person of a gentleman named Springer is much more interested in protecting a handful of cattlemen from minor annoynance than in the welfare of several thousand motorcyclists. And of course the blunt instrument used to do the job is called "Ecology."

The Shamrocks can be proud of their "Farewell" enduro. The course, laid out by master enduro rider Bob Steffan and two assistants, Tom Center and Dick Eddy, was varied and challenging. But perhaps even more important, it was fun to ride. I have never seen a course that was better marked, and the mileages agreed with my own so closely it was almost eerie.

The results will not be know for about three weeks. Among the possible winners are Bob Steffan's Greenhorn teammates, Dave Ekins and Paul Hunt. Also seeking the win were Eddy Day, Rick Thornwallson, Bob Ewing, and Mike Patrick.

H-D LOOKS FOR SECOND ASCOT TT WIN

On the heels of a stunning 1-2 finish at last week's Ascot TT opener the Harley-Davidson team will be back at the Gardena speed factory this Thursday night when the AMA Professional racers will fling their Steeplechase machines around the high speed 5/8 mile TT course.

Mark Brelsford and Mert Lawwill will be back on their team Harleys to do battle with Triumph riders Skip Van Leeuwen, Eddie Mulder and the rest of the regular Ascot TT combatants including Yamaha team members Dusty Coppage and Keith Mashburn.

New admission price is $2.95 for adults. Ascot Park is in Gardena near the junction of the Harbor and San Diego freeways on Vermont Avenue.

MISS VIEWFINDER 1970

Movie starlet Pati Sonnett was selected "Miss Viewfinder 1970". She will be seen at Bay Mare Ranch while top scramble, desert, and motocross riders compete for top honors at the Viewfinders 3rd Annual Grand Prix April 11th and 12th. Races start at 9:00 each day. The public is invited and parking is free. Miss Sonnett will be among many super stars to greet and meet you.

GEORGE ROEDER TO ATTEMPT COMEBACK

George Roeder, one of our greatest one-mile dirt track racers is coming back to racing. After a two year retirement Roeder, remembered as National Number 94, was entered at Springfield, Ohio last weekend on a Harley-Davidson XR 750. Winner of around a dozen National championships Roeder was second in AMA Championship standings twice and in 1963 missed being Grand National Champion by one point. He will be seen campaigning behind number 3F this year.

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Trojan regulars must not know (3) is motocross ace Jim Wilson or Jim has a new line into tight Trojan turn.

Wilde Wins Three At Trojan

By Eddie Smith

SOUTH GATE, CAL. Apr. 3, 1970 – Paul Wide rode his Yamaha to a string of victories at Trojan Speedway Friday night. Paul won the 100 flat track and 100 TT Trophy Dashes and was first in the 100 flat track Main Event.

Riding a Bultaco Larry Shaw won the 250 flat track Trophy Dash. Larry also won the 250 flat track Main Event by beating Danny Hockie to the finish line. Hockie was riding a Ossa.

Danny Hockie brought his 250 Ossa to a first place finish in the 250 TT Trophy Dash. Hockie also went on to win the 250 TT Main Event. Jim Wilson on a Greeves finished second while third place went to Bill Bartels mounted on a Bultaco.

Winning the 125 TT Trophy Dash and Main Event was Raymond Wunno. Ray was riding a Bultaco. Wunno finished ahead of Robert Bruce riding a Yamaha and Bob Kulers also mounted on a Bultaco.

Scott Autrey brought his Yamaha to victory in the 125 flat track Main Event ahead of John Sperry's Yamaha. Autrey also won the 125 flat track Trophy Dash.

The bikes will be back at Trojan Speedway next Friday night at 7:30. They will run the TT and flat track for the 100, 125, and 250cc bikes.

(Results on page 19)

Garner Totals Ponderosa Win

Tom Garner pours it on between hoop-de-doos at the Ponderosa hare scrambles, where he picked up a McHal helmet for his two day racing effort. In his "off racing hours" he is an L.A.P.D. motorcycle officer. One of the most exciting spots of the day was just before the first check where six riders were handlebar to handlebar before the one at the left end decided he had to turn right and took the other five down with him. Photo by Jeri Brooks. (Results on page 19).

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National Riders Captured In Oils

By Elaine Jones

How many of us have dreamed the Impossible Dream? The dream of someday doing some great thing or being someone famous. The Murphys are living their Impossible Dream, and this is their story.

Take one very attractive and talented gal named Melva, Mel for short. Add one husband named Larry, hooked on motorcycle racing. Blend well with seven years of marriage, and watch out as a dream is about to happen.

Mel is an artist. Now, of course, anyone can paint, maybe only a wall, but paint, nevertheless. Mel creates. She takes an illusion and turns it into a reality. A reality we not-so-talented people can enjoy and understand. This affinity for artistic creating has been with Mel most of her twenty-seven years but was only uncorked in the past two. And nine lessons in oils gave Mel the necessary courage to make the start.

At Chirstmas time, while we were fighting the crowd to find that special gift, Mel was sitting in her kitchen – known as the studio – creating, with many doubts, her first portrait. Most portraits are done live with the subject sitting like stone in front of you. What does Mel tackle? Using photographs, she painted Bart Markel on his machine in a racing stance. This is great if you're a mechanic, but Mel like most us gals knows where the throttle is and hopefully the brakes. Larry was so pleased with the finished product that he urged his wife to do another one that could be given to Bart.

Markel received the portrait at the Ascot 50 lapper and was thrilled with it. AMA official Tom Clark was also impressed and suggested they make reprints to sell commercially.

Like most of us, they didn't think they could tackle such a project. Stuff like that only happens in the movies and this is real life. A nice dream, but for a while longer it was put back into the slot marked daydream.

But Mel wasn't daydreaming. She was painting up a storm and this time it was Johnny Cash. Like Barts, she presented it to him after a performance in San Bernardino, and it hangs in his home today.

Mel Murphy, her husband Larry and their three children pose before a group of exciting oil paintings picturing National riders.

After the reception given this second painting, Larry and Mel decided to take Clark's suggestion and make the Impossible Dream possible. They reached for the sky and decided to do the top ten National Numbers and as a special tribute, Fred Nix.

With Larry acting as technical advisor and leg man, they began. Into every dream a little nightmare must fall and for Mel it was the sixty-five to eighty hours spent on each portrait. Larry, still in there strong, had to find frames and mount all the portraits. Now after all this is done what do you do with eleven oil paintings? Larry and Mel, true to form, presented them to each rider and Mrs. Nix at the banquet during Daytona Week.

The Murphys now plan to reproduce the paintings and sell them to the public. Half the profits from the Fred Nix paintings will be given to Mrs. Nix and the children.

Before making the trip to Daytona, the Murphys had a showing at the Kings Inn, in Sun City. This is where it all comes out. Mels art teacher, Mr. Harry J. Zutto with a string of credentials as long as your arm, was at the show. He believes Mel is a genius but refuses to tell her. He feels her paintings are set apart by the use of vivid backgrounds, as they almost make the riders come off the canvas and run over you.

Larry and Mel will live in Nashville this summer, while they cover the National circuit. The choice of Nashville is more than a fluke, as Mel is trying to turn another dream into reality. She writes songs and lyrics and will try to have them published.

"Southeast Is Next Motorcycle Mecca," Says Publisher

All but overlooked by the major motorcycle media, except for the annual Daytona, Florida extravaganza, the South East United States has been incubating an enormous motorcycle enthusiasm over the past three years, says Charles Clayton, President of Cycle News, Inc.

"Registration figures don't tell the whole story," Clayton avers. Motorcycle sales in the Southeastern states are very high and climbing, but most of the machines are strictly off-road bikes and don't show up on registration lists."

With the founding of Dixie Cycle News, the third in his chain of local motorcycle newspapers, Clayton took up residence near Atlanta, Ga. some months ago and professes to be amazed by the large amount of motorcycle racing interest in the Dixie states. "Our first issues ran from 24 to 32 pages and that is incredible for a new publication just starting out. There's that much going on," the publisher says. "For an area to develop so much motorcycle activity with only word-of-mouth publicity, it's a pretty good indication of the enthusiasm here. The Southeast is like a big Southern California as far as motorcycling is concerned. They have the climate here to ride all year around, and personal income is as high as anywhere in the country," Clayton points out.

"The AMA National Championship road races at Talladega, Alabama and the International Motocross in Atlanta this year will really put Dixie on the motorcycle map," he claims. "This area is the new mecca of motorcycling. Now that there's a biweekly newspaper for the Dixie states, the word is finally out to the rest of the U.S." Concludes Clayton, "The South has risen again!"

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East-West Team Showdown Set At Pepperell

Arrangements are being completed between Intersport in Danvers, Massachusetts and International Racing Enterprises of Canoga Park, Cal. for an exchange team motocross series later this spring.

Presently scheduled for May 31st at Pepperell, Mass. is the first round when New England's top six pro motocross riders take on the six man California team chosen in a series of qualifying events at Bay Mare and Anzac, and sent to New England expenses paid by International Racing Enterprises.

On June 6th the New England team will appear at Bay Mare for the return match with the Californians. New England riders' travel expenses will be paid by Intersport.

Both events will pay $600 to the winning team.

The New England team riders will be chosen by performance at professional motocross events at Pepperell, Mass. on April 26th, Unadilla, N.Y. on May 10th, and Montreal, Quebec on May 24th. Teams will consist of three 250cc riders and three 500cc riders.

TWICE MONTHLY RACES SET AT FAIRGROUNDS IN ANTELOPE VALLEY

Class A Speedway motorcycle racing, featuring many of the nation's top riders, will be held twice monthly at Antelope Valley Fairgrounds in Lancaster, starting Sunday afternoon, April 12.

According to Peter Palmer, president of the sponsoring Great Bear Enterprises, the races will be held on Sunday afternoons through the spring, summer and fall.

Entries will include such standouts as Steve Bast, Sherman Oaks, present U.S. short-track champion; Sonny Nutter, Culver City, reigning California titlist; Rick Woods, Huntington Beach, 1968 U.S. king; Mike Bast, the teen-age wonder; and, Paul Conserriere, Redondo Beach, former U.S. Novice Champion.

The Lancaster track measures 300 yards and is reportedly ideal for the Speedway cycles.

Practice for the April 12 opener will be held on Sun., April 5.

Admission prices are set at $2.50 for adults, $1.50 for Juniors, 12-16, 50 cents for children, and those under six free. Free parking and programs are included in the tab. A large picnic area on the fairgrounds has also been provided.

Racing at the Speedway is scheduled for April 12, April 26, May 17, May 31, June 7, June 21, July 5, July 19, Aug. 2, August 9, September 13, September 27, October 11, October 18, November 1, and November 8.

Sidecars Return To Sears Point Int. Raceway

By popular request the Sidehack Assoc. has been scheduled for 5 exhibitions for 1970. Providing an extra attraction to the 4 wheel races the Sidehack Assoc. will be on exhibition April 12, May 17th, July 12th and September 20th.

Special interest will be the Southern California Gas Company's "Clean Air Special". Built and ridden by Bob Bokkar, a company employee, the unique sidecar is providing valuable information in conversion of natural gas for automobile use.

Riding hard on the twisting road race track, the Harley-Davidson team of Hummer/Gulbransen, Triumph team of Person/Denenberg and the BMW team of Neubrand/Garentt, will be out to stay in front of the 2-stroke Kawasaki team of Auer/Zerr.

New Track Opened By Rodriguez In Mexico City

MEXICO CITY – Paul Peralto, aboard a 200cc Carabella, won the Open Class inaugural event at the new track here in this country's capital city.

The track is under the management of two time Mexican National Champion, Faustino Rodriguez, and will be the site for racing at least once a month.

Peralto was followed to the finish line by Romo on a Montesa, and Guzman on another Carabella. Current National Champion Vecchi was forced to drop from the race when his BSA developed mechanical difficulties.

Vecchi, however, managed a win in the 650cc class.

In the 200cc class, Rudolfo Pena defeated Peralta for top honors. Martinez, on a Mexican built Yamaha, was the winner in 125cc competition.

Rodriguez said that he would gladly furnish a motorcycle to anyone on vacation in Mexico and wishing to compete at the new track.

Those interested may write to Rodriguez in care of the Engineers Motorcycle Club, P.O. Box 14-755, Mexico, 14, D.F.

BUCO'S NEW BOARSKIN JACKET SETS THE STYLE FOR 1970

With style and durability, the rugged western Boarskin Jacket adds a new dimension to the cyclist's wardrobe – on or off the street.

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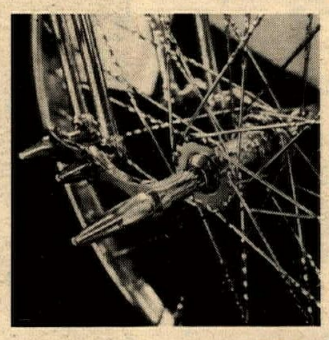

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'68 HONDA CL-90. Fast and sanitary. Ceriani forks & shocks, 100cc engine, 13.5 piston, etc. Placed 4th in 1969 season points at Trojan Speedway. Must sell to buy race car. $295. (213) 425-8514.

WANT 360 UP MX, Cash or 1970 125 or 175 Yamaha Enduro, 1969 Kawasaki 120 dirt, plus cash. Take your pick, all xlnt. cond. (209) 722-1678. Merced, Calif.

1970 YAMAHA MX $725.00. 1969 Yamaha DT1, Gyt $525.00. (714) 877-0191.

'66 GREEVES – 250cc MC. Perfect condition, must see to appreciate! Phil (213) 567-2689.

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GETTING NEW 360 Yamaha. Must sell 1970 175 Enduro, 21 inch front wheel, compression release. Call (805) 543-6723 days, 544-0971 eves.

'69-1/2 BULTACO Sherpa 'S', 200cc, 5 speed, Curnutt shocks, Barums, Filtron, Rickmans, unraced, xlnt. cond., 29 HP, easily make super lightweight 250cc. Only 10 tanks–gas $595. (213) 838-6041.

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PARTSMAN for Honda, Triumph, Bultaco, good working conditions, paid holidays, group insurance, closed Saturdays, open Sunday. Contact the 2 Wheeler M/C, 867 South Inland Center Drive, San Bernardino, Ca. (714) 885-3445.

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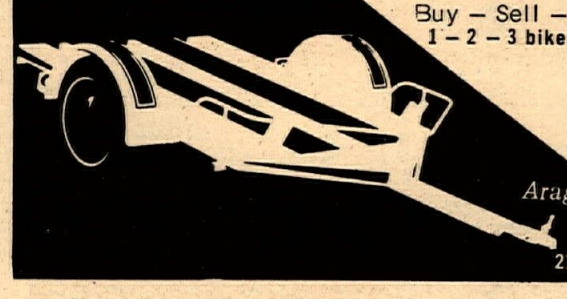

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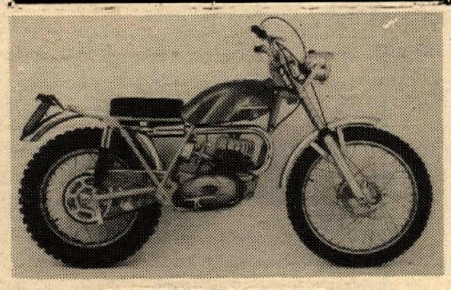

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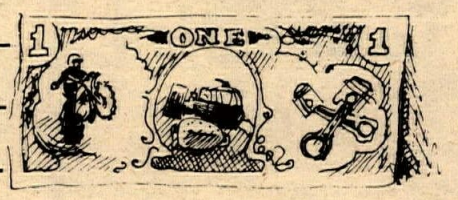

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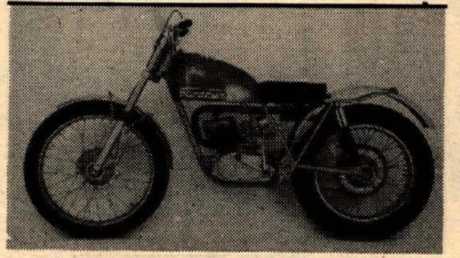

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